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24 Hours of Nelson Ledges

Team Suzuki puts the hammer down

TIME DATED MATERIAL MAILED AUGUST 9, 1988

Shobert wins, Polen crashes at Mid-Ohio Camel Pro Road Race

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

Eric Geboers (Hon) clinched the 1988 500cc MX World Championship by logging 5-6 moto finishes in the Belgian GP at Namur, August 7. Geboers thus became the first man to win World Championship MX titles in all three displacement classes. The Belgian rider won the 250cc title last year and the 125cc title in both 1982 and 1983. Hakan Carlqvist (Kaw) won both motos at Namur. Brit Mark Banks (Hon) was second in the first moto, while Kees Van der Ven (KTM) was the runner-up in the second moto. American Billy Liles (Kaw) was third in the opening moto and 11th in the second moto. With one round remaining in the 500cc MX series, the August 14 Luxembourg GP, Geboers clinched the title with 333 points. Second in the standings with 277 points is Kurt Nicoll (Kaw), who finished 6-3 on the day. Dave Thorpe (Hon), who failed to score any points at Namur, is third with 251 points; Thorpe was taken to the hospital to have his right hand X-rayed after he struck a post and crashed in the opening moto.

In round 10 of the World Championship 250cc MX Series in Maracay, Venezuela, August 7, Finland's Pekka Vehkonen (Cag) claimed the overall victory with back-to-back moto wins. Second place went to Frenchman Yannig Kervella (Hon) via a 4-3 tally, while third place went to series points leader Holland's John Van den Berk (Yam) with a 6-2. Van den Berk maintains a secure points lead with 271 points, followed by Vehkonen with 226, and American Rodney Smith and Great Britain's Jeremy Whatley who are tied for third with 194 each.

After nearly a week of racing at the NMA Grand National Championship Series in Ponca City, Oklahoma, August 1-7, Buddy Antunez (Suz) came away with the minicycle GNC crown with an overall win in the 80cc Modified Expert class and fourth overall in the 80cc Stock Expert class. Brian Swink (Kaw) won the Stock Expert class, but a poor finish in the Modified Expert division left him the GNC runner-up. Mike Kiedrowski (Kaw) took the motorcycle GNC title with consistent finishes when Damon Bradshaw (Yam), who won the 250cc Stock and Modified and the 125cc Modified Pro classes, DNF in the 125cc Stock Pro class. Kiedrowski's only overall win came in the 125cc Stock Pro class and he finished second overall in the 250cc Stock and 125cc Modified Pro classes and fourth overall in the 250cc Modified Pro class.

California road racer Wayne Rainey (Yam) scored his first-ever GP win as he led the August 7 British GP at Donington Park from start to finish. Defending World Champion Wayne Gardner (Hon) finished second after a struggle with Christian Sarron (Yam), who finished third, and Niall Mackenzie (Hon), who was fourth. Eddie Lawson (Yam) finished sixth, having had to contend with a "sluggish" engine and a rear tire that "faded." Kevin Schwantz (Suz) crashed on the first lap and Randy Mamola (Cag) finished 11th. Lawson remains at the top of the 500cc GP point standings with 195 points, Gardner is second with 175 and Rainey is third with 163.

Luca Cadalora (Yam) won the 250cc GP at Donington Park. Dominique Sarron (Hon) took second, with Juan Garriga (Yam) finishing third after passing Sito Pons (Hon) on the final lap. Pons finished fourth and remains on top of the 250cc GP points standings with a total of 179 points after 12 rounds. Garriga is second in the points standings with 173 points and Jacques Cornu, who finished seventh in England, is third with 151 points.

The Human Race Team (Yam), with Kurt Hall and Ben Martinez handling the riding chores, won the August 6 WERA Tsubaki/GS Battery National Championship Endurance Road Race Series round at Pocono International Raceway in Long Pond, Pennsylvania. Kayo Racing (Yam) finished second, four laps behind the winning team. Series points leader Solmax Racing USA (Suz) finished third. The win moved the Human Race Team into second place in the series point standings, ahead of the defending champs, Team Suzuki, who DNF.

Chris Carr (H-D) continued his domination of the AMA 600 National Championship Dirt Track Series by winning the August 6 round at Ohio's Ashland County Fairgrounds. Steve Aseltine (H-D) finished second, and David Durelle (Rtx) was third. In the Pro-Am class support program, Mike Hale (H-D) won the final.

Kevin Bennett (Yam) was the overall winner in round six of the AMA National Championship Enduro Series in Blaine, Pennsylvania, August 7. Bennett edged Kurt Hough (Kaw) by one point, 34-35. Third place went to defending National Enduro Champion Kevin Hines (KTM). Rounding out the top five were Mike Toole (Kaw) and Jack Lafferty (KTM).

Mike Bronk (Yam) captured the overall victory at the AMA National Championship Amateur Hillclimb in Sparland, Illinois, August 6-7. Second place went to Dean Gerdes (Suz).

NAMED: Doug Gonda, as publisher of American Roadracing, the monthly road racing tabloid newspaper, replacing John Ulrich in that position; Ulrich, who will continue as editor, says he's stepping down from the publisher position to devote more time to his family and a return to active road racing.

The August 14 AMA District 37 Dual Sport/Phanton Duck Jackass Mountain Poker Ride at Kennedy Meadows in southern California's Sequoia National Forest still has some openings. Although limited to 100 entrants, it is recommended that you call 818/353-5409 for information on available slots. All entrants must be aboard street-legal dual sport/purpose motorcycles.

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LITTLE KNOWN FACT: The next time you're watching TV, look closely at one of the Chevrolet Heartbeat Across America commercials, the one with the sweaty jogger and bicyclist checking out a Chev-

(Continued to page 45)

Dukakis robs Massachusetts motorcycle fund; Louisiana fund saved

WESTERVILLE, OH, JULY 29

Massachusetts Gov. Michael S. Dukakis, the 1988 Democratic presidential candidate, has vetoed funding for motorcycle safety programs from a state appropriations bill sent to him July 9. Dukakis exercised his line-item veto power in an effort to balance a severe revenue shortfall in Massachusetts.

The veto action will reallocate $188,480 this year that was collected from a surcharge on motorcycle license plate registrations to the state's general fund. "This is analogous to buying a movie ticket and then being denied admission to the theatre," said AMA spokesman Jim Bensberg. The action came as a result of budget balancing efforts when Massachusetts fell approximately $452 million short of revenue to pay for an $11.615 billion 1989 budget.

A statewide motorcycle safety program was approved by the Massachusetts Legislature in 1986. A special $2 fee was attached to motorcycle registrations to fund rider education courses, instructor training and public awareness campaigns.

"By eliminating the funding, Governor Dukakis has not only turned his back on rider education, but he's also denied Massachusetts motorcyclists a valuable benefit because riders would have been eligible for a 10% discount on their insurance premiums had they been able to complete the state certified safety courses," Bensberg said.

Dukakis' action is in sharp contrast to that of Louisiana Gov. Charles "Buddy" Roemer who signed legislation into law July 18 which ensures that money collected for motorcycle safety programs will be allocated exclusively for that purpose.

Louisiana had suffered a sizable revenue shortfall this year and Gov. Roemer had requested that certain "earmarked" funds be used to help balance the budget. Among those funding sources to be raided was money collected from a $5 surcharge on motorcycle license registrations.

Fearful that a promise to fund the motorcycle safety program would be broken, Rep. Raymond Jetson, D-Baton Rouge, drafted HB506 which included specific language designed to ensure that such programs would receive the money raised by the extra registration fee. The AMA alerted its Louisiana members to the bill and urged them to write Gov. Roemer to encourage him to sign the bill into law.

Following Roemer's signing the bill into law, Bensberg said, "Once again, we've proven that motorcyclists have clout and can exercise it to improve motorcycle safety."

As for the Massachusetts situation, the AMA encourages Massachusetts motorcyclists to write or call their elected representatives and senators to ask them to introduce legislation which will restore funding for motorcycle safety programs.

New York Senate Bill could impact motorcyclists

WESTERVILLE, OH, AUG. 8

A bill currently before the New York State Assembly could have serious consequences on motorcyclists. Senate Bill 7635-D, authored by the Joint Senate/Assembly Transportation Committee, contains several provisions which would impact the motorcycling community.

SB7635-D passed the New York Senate on August 1 and is currently before the Assembly Ways and Means Committee. The American Motorcyclist Association has sent a letter of opposition to the Senate Transportation committee outlining the Association's objections to the bill.

There are several areas of concern in SB7635-D, first of which is that ATVs and motorcycles are placed in the same definition in that the bill would ban passengers on vehicles equipped with seats such as found on both ATVs and motorcycles. If passed with its present language, the bill would ban passengers on not only four-wheel ATVs but motorcycles as well.

Before SB7635-D passed the state Senate, the bill was amended to delete sections that would have banned the sale of three-wheel ATVs between private parties and banned passengers riding on ATVs on private property. According to the AMA, the bill in its present state still calls for a ban on dealers selling or reselling three-wheel ATVs, and the passenger ban on all ATVs and vehicles, which would include motorcycles, equipped with "such seats" on public property.

Riders in New York State are encouraged to send letters and make telephone calls to members of the committee, urging them to change the provisions classifying motorcycles and ATVs together.

Letters should be addressed to: The Honorable (fill in name from list below), Assembly Ways and Means Committee, State Capitol, Albany, NY 12224.

To reach committee members by phone, call 518/455-4219.

A list of committee members follows: Saul Weprin (D-Queens), Chairperson Icilio Bianchi (D-Bellport), John Cochrane (R-Brightwaters), Robert D'Andrea (R-Saratoga Springs), Angelo Del Toro (D-New York), Eileen Dugan (D-Brooklyn), Arthur Eve (D-Buffalo), Alexander Grannis (D-New York), Edward Griffith (D-Brooklyn), Stephen Hawley (R-Batavia), Paul Harenberg (D-Bayport), Alan Hevesi (D-Queens), William Hoyt (D-Buffalo), Oliver Koppell (D-Bronx), Ivan Lafayette (D-Queens), Joseph Lentol (D-Brooklyn), Hyman Miller (R-Fayettesville), Jerrold Nadler (D-New York), Robert Nortz (R-Lowville), George Pataki (R-Peekskill), Robert Robach (D-Rochester), Robin Schimminger (D-Kenmore), Jose Serrano (D-Bronx), John Sheffer (R—Williamsville), Mark Alan Siegel (D-New York), Sheldon Silver (D-New York), Robert Straniere (R-Staten Island), Albert Vann (L-Brooklyn), George Winner (R-Elmira), and Lewis Yevoli (D-Old Bethpage).

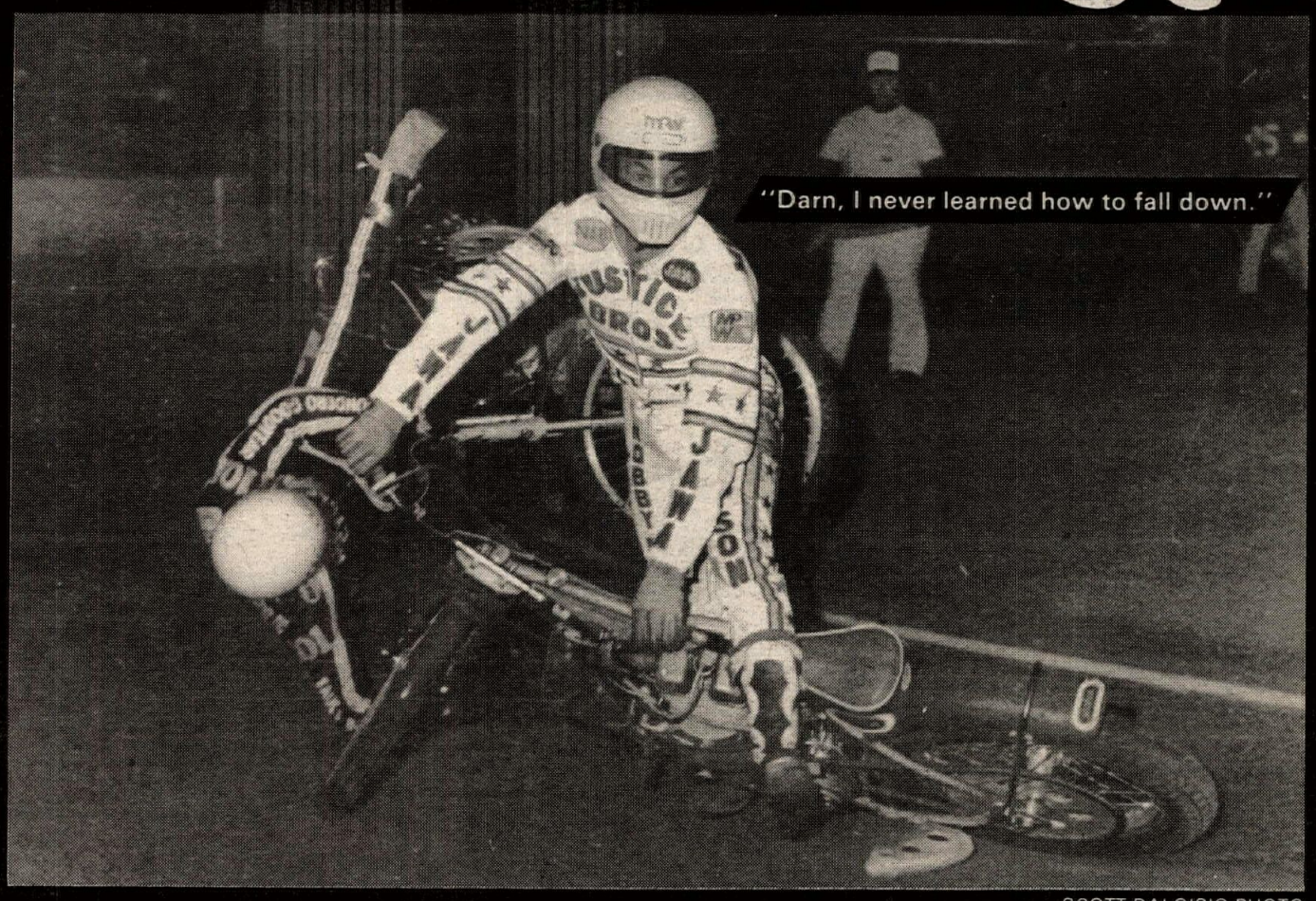
CYCLE dreams

That once again I'd ridden the ride, and now was reviewing the Prize.

Ridin' & Writin' — Aye, that's the Good Life! To run free with the road mile and written word! The exhilaration of crossing both new territory and old! Critique and adventure, the end of a long motorcycling day, picking through my bookshelves before hitting the sack. I read like a scavenger, as I often do, paragraphs and sentences from here and there, from this author and that. And along about midnight I drifted off, the book falling away from my grip. In a high silvery mist I was flying on literature's cloud, finding what it was to ride with some of the masters, daringly assigning them new brand lives on motorcycles. Like my old pal Hemingway on his — what? His new K100RS! If he'd ridden at all, Ernest might have had a Beemer. Papa was big and proud-chested; in my dream he rode exactly like his own Hemingway Heroes. Alongside was Walt Whitman on an Electra Glide Harley, like the bold post he was, all of America in sonorous song. And over here, on this lusty red Ducati, a bright new Paso in all its full passion — my outrageous lost buddy, the real Henry Miller! The Henry who knew his own Big Sur Coast Road; long before any of today's fresh road warriors. And here! — what's this?! — "Man And Superman"'s brilliant creator, George Bernard Shaw! With showy "GBS" hand-painted across his superbike's tank, his VFR750 Interceptor! And on a white Moto Guzzi LeMans — who's this bearded perennial Russian? Is it Leo? Is this Tolstoy actually leading the pack?! Instinct with genius, something totally different out of "War and Peace." And right behind him, that avant-gardist rascal, fair Jimmy Joyce, "James" on all of his books. Making this ride a mad page out of "Finnegan's Wake." And, who's this lady aboard a 100-point Triumph? Is it really our famed Emily Dickinson? Could I truly be riding motorcycles with all these immortal literati? All writers and riders under the skin?! Is this where our dally in creation begins — with the pen and the throttle held firmly in hand? Then let's Ride! And Write on!

William Edgar

Over the edge



"Darn, I never learned how to fall down."

SCOTT DALOISIO PHOTO

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ON THE FRONT PAGE: Mike Harth and the rest of Team Suzuki captured the overall victory at the 20th Annual 24 Hours of Nelson Ledges, in Garrettsville, Ohio. It was the team's first win there since 1984. See page 14 for coverage. Photo by Larry Bell.

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806, P.O. Box 498, Long Beach, CA 90801-0498
(213) 427-7433; 213/636-8844.
FAX (213) 427-6685

Eastern Office
4190 First Ave., Tucker, GA, 30084; mailing address P.O. Box 805, Tucker, GA 30085-0805. (404) 934-7850.
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voices

But where's my jersey?

Well, if anyone out there had any questions about who the best Unadilla rider of all time was, that question was answered on July 24. No, I am not talking about Rick Johnson, who won overall, and I am not trying to take anything away from his great performance. What I am talking about here is a 31-year-old man who has refused to give in to old age. I have been going to Unadilla since 1973 and have seen many great riders come and go, but Bob Hannah just keeps hanging on and on.

I probably won't ever get to see him fly around the Unadilla track again, but I have plenty of good pictures to remind me of the thrills that Hannah has given us. I spent two hours hanging around the pit gate just to get one last picture of Bob, and he was good enough to take the time to autograph each and every photo of himself in my photo album!

I know there are other people all over America who feel the same as I do when I say that Unadilla will never be the same. So, here's to you, Bob "Hurricane" Hannah. Thanks!

GREG GOSS
8 Alpine St.
Rensselaer, NY 12144

P.S. Bob, thanks for signing all the pictures in my photo album and for the goggles, but you still owe me that racing jersey you promised me at Unadilla. You can send it to me.

Fast ball

We were at a Dodger (baseball) game a few weeks back and Alan "Ichabod Crane" Cranston was there with Mike Dukakis. We yelled at them to ban S7 and a number of others joined in. I'm sure it impressed the potential president of the knowledge of the California voters.

Vote for Pete Wilson; Leo McCarthy is a junior Cranston.

CHRIS VERHAEGH
Canyon Country, CA

MX thoughts

I thought I'd take a moment to address two situations that have been on my mind.

The first is the current state of professional motocross, or rather, the improvement of it. Roy Jansen, the new AMA Professional MX Manager, is doing one heck of a job. This isn't just me talking; riders, team managers and promoters have been noticing and mentioning Roy's creditable efforts.

The other situation is the no-alcohol ruling at Unadilla. I just got back from the U.S. GP and the crowd just didn't produce the "Thrilla" I'm used to seeing there. I'm not an advocate of drunkenness, or the outhouse demolitions experts, but I would like to see the Hill People roar, and some level of pandemonium resume — it's just not Unadilla without it!

One possible solution would be to retain the no alcohol through the gate rule, then sell beer on-site through vendors. Former ISDE rider Jack Penton mentioned this idea to me at Unadilla, and I think it'll work.

Like Jackie said, you can refuse to serve those who are drunk, and cut off beer sales at an early hour in the evening to restrain what would be troublesome campers. Hey, promoter Ward Robinson might even land a major beer sponsor for the event, as they would reap big sales as the exclusive beer sold on premises.

TOM MUELLER
Greensboro, NC

Legislate good sense

The (California) mandatory motorcycle helmet law bill has come and gone again, but not for long, I would think. Next year will come another effort to enact such a bill. If not next year, absolutely for sure the next time a Democratic governor is in office here in California.

I was so surprised that Governor Deukmejian vetoed the helmet bill I wrote him a thank you letter. I included a proposal for an alternative bill. Something *is* going to be done, perhaps we can influence to some extent *what*. Some will feel my proposal is too radical, some will say it isn't enough . . . so be it. Informed choice is what I am talking about. Young or inexperienced riders have no time to learn the basic skills of street survival if they begin riding with a bike that simply overwhelms them. We must attempt to legislate "good sense" until individual informed choice can be made. This will come with riding experience and the increased maturity that comes naturally with years.

The most at risk are protected in a very practical way and freedom of choice is preserved when it has been earned.

My proposed motorcycle bill: 1) Motorcycle Safety Foundation training course (or similar) mandatory for Class 4 driver's license. 2) Helmet required for riders under 21. 3) Horsepower limit by age or riding experience. For example: 16 to 18 years old or zero to two years experience, limited to 20 horsepower; 19 to 21 years old or three to four years experience, limited to 40 horsepower; over 21 years old or over four years experience, no limit.

WESLEY SWIFT
Newhall, CA

Tired of being on the defensive

We've barely avoided a disaster for one more year with S7, thanks to all the letter writers. Everyone needs to spread the good word about Senator Pete Wilson, keep writing him, and vote to get him re-elected.

I, for one, am tired of being on the defensive just because I'm a motorcyclist. Maybe we should get some of our friends in government to sponsor legislation to get the environmentalists on the defensive and off of our backs.

An idea I have is to open the entire John Muir Trail to motorcycles only! Sound absurd? Well, how about S7?

KEN HAYDEN
Sunland, CA

Suspension by Jake

After working with Showa's Racing Service for the past seven years, it's time to go on my own, but not without saying thank you to: Showa American, Showa Japan, Honda Racing U.S.A., HRC in Japan, and Honda R&D America.

Special thanks to: Mr. Kodaka of Showa American, Roger DeCoster and Dave Arnold of Honda Racing, Max Suzumoto of Honda R&D, Bob Nicelsen of American Honda, and all the world class riders and technicians for their 100% effort.

JAKE THOMPSON
Torrance, CA

Thompson has opened his own business, Suspension by Jake, 2909 Oregon Ct. C-3, Torrance, CA 90503, 213/533-8122 . . . Editor.

Helping hands

My husband and I belong to the Mt. St. Helens M.C., Inc. We were recently the host club for the AMA Youth/Amateur National Dirt Track TT and Half Mile. We want to take this opportunity to express our sincere thanks and gratitude to the Lodi (California) Cycle Club members who gave us such a boost preparing the half mile track. Without the help of these fellow racers, the track would not have been in the great shape it was. Folks like these are what racing is all about; they showed us that the racing family is the same nationwide — close!

We also want to thank the product sponsors — there are too many to mention them all — who so kindly donated so many nice gifts to give to the riders at both events.

We had a great time, met a whole lot of talented racers and their families from all over the United States, and hope that they come back to race with us again. They were all great. We hope they enjoyed seeing our Pacific Northwest.

MIKE & MARILYN WAGGONER
Mt. St. Helens M.C.
Castle Rock, WA

Tarmac to dirt

Looking at the Camel Pro Series point standings and my event calendar gives me the feeling that the road race-only competitors will have to show dirt track ability to place in the top 10. Hmmm, Polen, Renfrow and McMurter on the mile?

RICK FOLEY
Martinez, CA

When you care enough

I would like to thank Gary Forster at G&G Cycle in Albany, Oregon, for his help at the recent Oregon Old Timers National. Gary was up until 1:30 a.m. on a Saturday morning, installing parts in my bike that had been back ordered for several weeks. Unfortunately, he wasn't able to get me going so he let me ride his bike and I was able to enjoy two days of great racing. There aren't many shops around that would do something like that and I greatly appreciate it.

I would also like to thank Jim Woods at Cagiva North America. He is the first one I have dealt with at Cagiva that has shown an interest in helping customers. Maybe things are changing at Cagiva.

FRITZ MARTIN
Medford, OR

AMA 500cc MX NATIONAL CHAMPIONSHIP: ROUND 4. TROY, OHIO. JULY 31, 1988.

Ronnie "The Machine" Lechien led an invincible Team Kawasaki invasion of the Troy, Ohio MX National. The Kawasaki superpower stomped out all opposition by winning both motos and total victory. And he got plenty of backup from four more KX500 riders who finished in the top ten.

Firepower this devastating should convince you that the only way to win a war is on a Kawasaki. Anything else is just underdeveloped.

Kawasaki

Let the good times roll.

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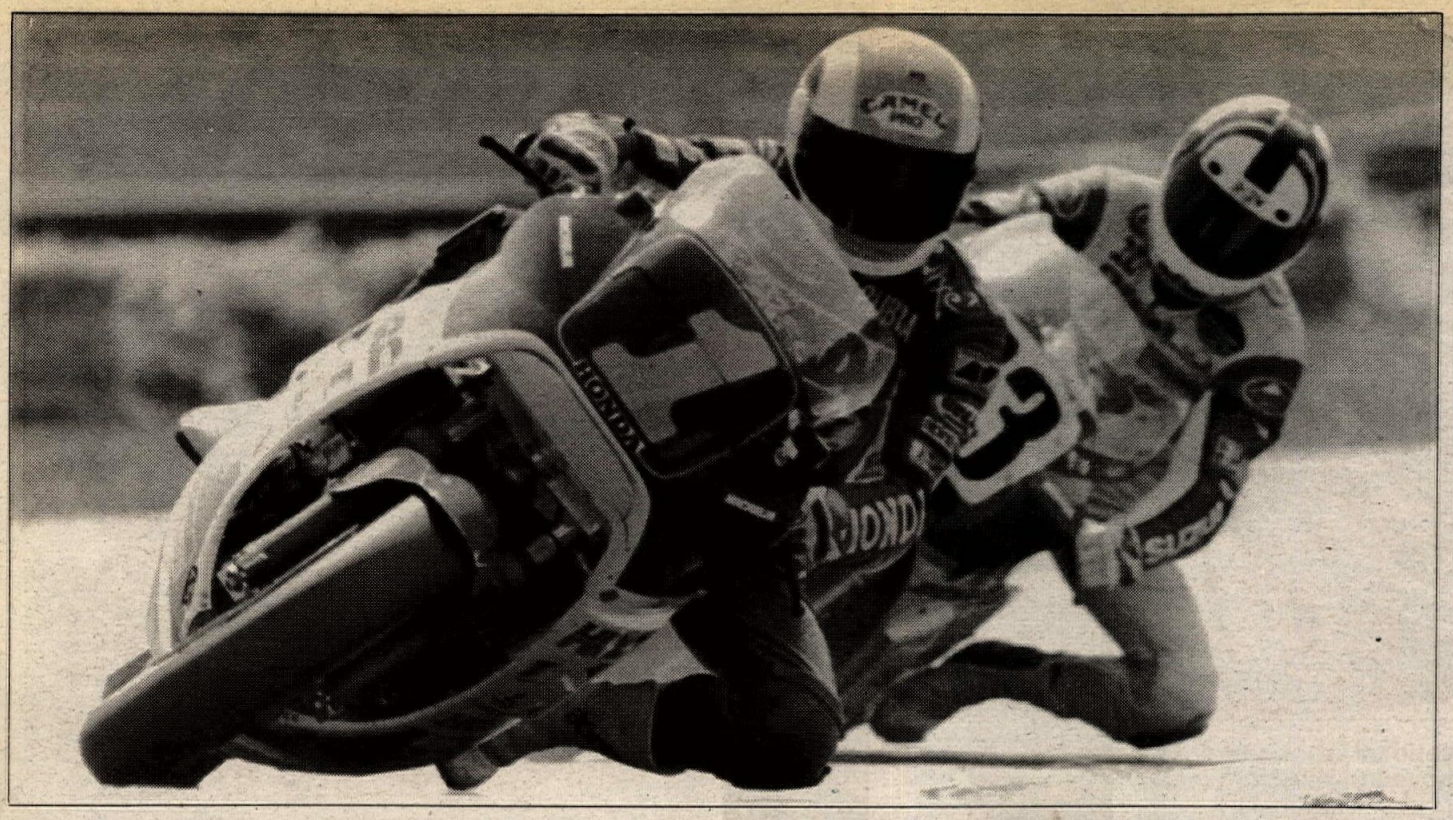
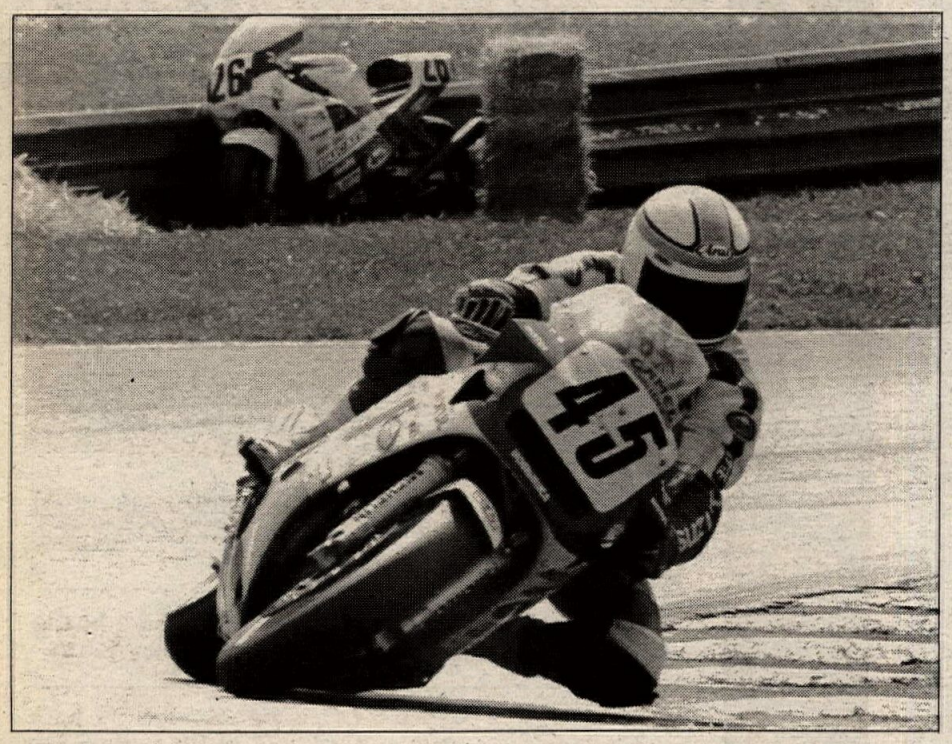


Bubba Shobert (1) and Doug Polen (23) battled for most of the Mid-Ohio National until Polen crashed.



Californian Scott Gray had his best Superbike finish to date with a second place at Mid-Ohio; Jimmy Adamo's Ducati lies broken against the Armco.

AMA Camel Pro/Superbike Series: Rounds 9/6

Shobert takes over after Mid-Ohio thriller

By Paul Carruthers
Photos by Bert Shepard

LEXINGTON, OH, AUG. 7

Just when it looked as though Doug Polen was about to firmly slam the door shut on any hopes Bubba Shobert had of winning the AMA Superbike Championship, the Yoshimura Suzuki rider opened the door and put out the welcome mat, crashing half a lap from the finish at the Mid-Ohio Sports Car Course, and all but handing the title to his Team Honda rival.

It was a dramatic day indeed at the 2.4-mile Mid-Ohio Sports Car Course on the outskirts of Lexington as Shobert and Polen battled throughout the 25-lap, 60-mile National with the championship clearly resting on the outcome.

Polen led for the first time on the 22nd lap, sneaking past race-long leader Shobert in traffic. Two laps later, however, disaster struck for Polen. As the two raced to the flag, the Texan lost the front end of his Suzuki GSXR750 Superbike in a right-hander only half a lap from the finish.

As Polen struggled to get the Suzuki clear from the gravel, Shobert cruised to his third Superbike win of the season, taking, in the process, a giant step towards his first-ever Superbike National Championship.

Polen managed to remount, get the Suzuki started and finished sixth, but Shobert now leads the title chase by eight points, 105-97, with only one round remaining at Sears Point in early October. The win was Shobert's 37th National victory, putting him only three wins behind all-time leader Jay Springsteen. The win also gives Shobert a commanding lead in the overall Camel Pro Series championship with his 143 points; Polen is next at 81, but with the majority of the races left on the schedule being dirt tracks, Shobert's biggest concern is the next dirt tracker in points, Steve Morehead, at 63 points.

Second place, seven seconds in arrears, went to Polen's Yoshimura Suzuki teammate Scott Gray in his best Superbike finish to date. Third place went to SuperTrapp Honda's Doug Chandler. Lockhart's Dale Quarterley and Peter Brady Racing's John Ashmead rounded out the top five finishers.

Things appeared to be going Polen's way on Sunday as disaster struck Team Honda during the morning practice session when Shobert destroyed his VFR750 in a high-speed crash. Luckily, the three-time Grand National Champion escaped unhurt.

The bike was quickly rebuilt from the ground up in time for the Camel Challenge after AMA referee Darrel Dovel gave the approval to substitute frames for safety's sake. This approval was later protested by Gray, who faced similar, albeit slightly different, circumstances at Road Atlanta, but was not allowed to use a rebuilt bike for the National.

More bad news for the Honda squad and a further confidence builder for Polen came in the Camel Challenge as Shobert's Honda mysteriously went on two cylinders, causing him to drop out of the race, and thus handing the $10,000 winner's share of the $17,500 Camel Challange purse to Polen; it was the Texan's fifth straight Camel Challenge win, keeping his perfect streak alive and his wallet bulging.

It was also one of Polen's five races on the hot and sunny day (600cc Supersport heat race, 750cc Supersport final, Camel Challenge, 600cc Supersport final and the National), a point many will bring up as to why Polen may have crashed in the National.

Despite the setbacks in the Camel Challenge, Team Honda mechanics, however, responded by getting the VFR750 to run perfectly for the National.

Shobert's effort in the National earned him $4400 of the $34,000 Superbike purse; Gray took home $2960 with Chandler pocketing $2095.

Saturday's heat races were held under cloudy skies and cooling temperatures, and it was Polen winning the first and fastest of the two, five-lap affairs. The Suzuki pilot took over from teammate Gray on the second lap and held on to finish 7.96 seconds ahead of him. Third place went to Quarterley on the Lockhart Suzuki after he stuffed it past Randy Renfrow and the Vance & Hines Suzuki on the final go-around.

"I should have come in on him, but I'm a nice guy," Renfrow said later; his nice guy approach costing him a spot in the Camel Challenge and a position on the front row of the grid.

An ever-improving Wes Cooley had his best ride since beginning his Superbike comeback, finishing fifth on the Gee Vee Racing Honda VFR750.

"Everything is getting better," Cooley said. "Laguna was kind of a bummer because I didn't have the good stuff, but now I'm back on it (the number one Gee Vee Racing Honda that was ridden by Gary Goodfellow at the Laguna Seca National). I feel good and the bike's really working good. I just have to work on getting my cornering speed up."

Sam McDonald and Paul Bray were eliminated from qualifying when Bray crashed in the right-hander at the end of the backstraight, bringing McDonald down in the process.

Polen completed the five laps in eight minutes, 4.569 seconds for an average speed of 89.151 mph.

The second heat race saw Shobert and a wheelying Scott Russell lead the pack into the first corner. Shobert led the first lap by over a second and then the field encountered oil left by John Eidenberger in the corner called the Keyhole. The result was a sideways Shobert and Chandler, and a crashing Russell, Kevin Rentzell, Russ Paulk on the second Gee Vee Racing Honda, and Richard Arnaiz.

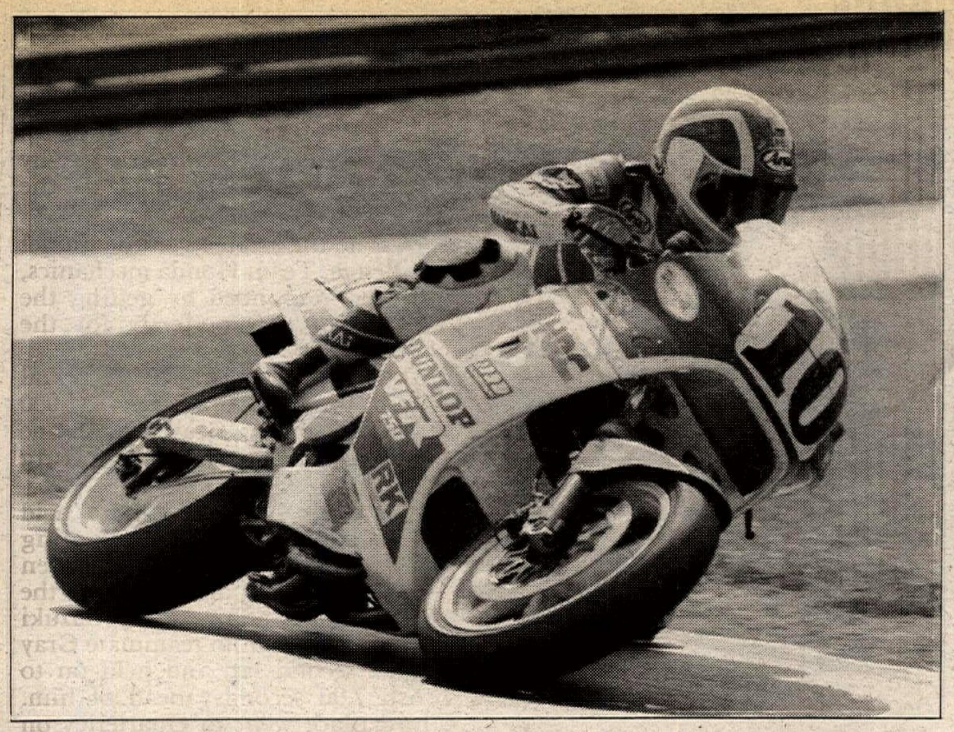
The rest of the heat race was slowed dramatically as the pack was forced to nearly coast through the oil-covered corner every lap. Russell remounted to make the National, finishing 17th.

Shobert averaged 87.384 mph in the heat, topping Chandler, Ashmead, Mark Chin and Carry Andrew.

"It wasn't carbureting," Shobert said. "The first lap the thing was working good, then a guy dropped oil over there and we cooled it, but it just wasn't carbureting. It might be ignition."

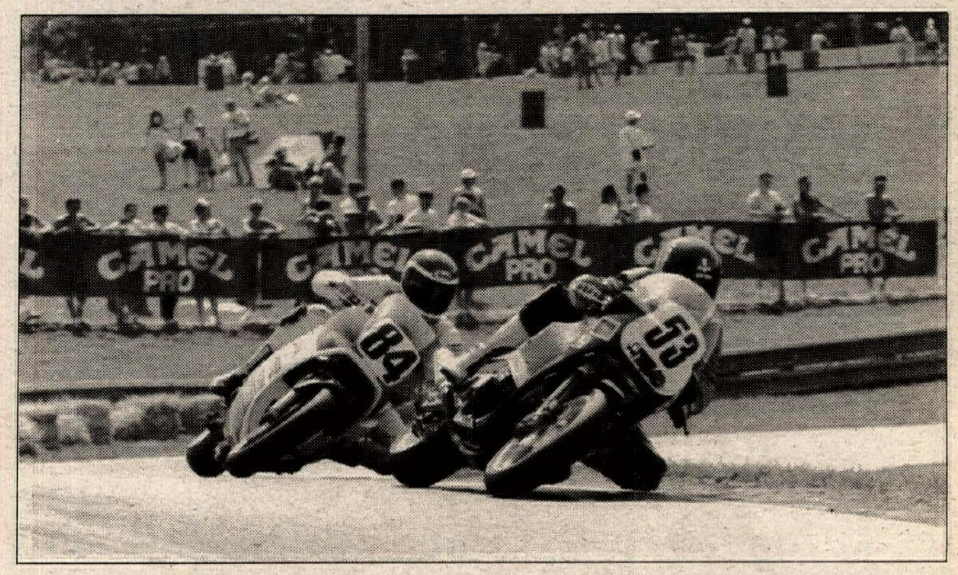
Russell described the oil debacle. "Eidenberger decided to change his oil, I lost the front and slid down," he said. "I got up and thought there'd be a red flag because so many of us went down, but I kept going and finished 17th. We're in there, but just barely."

Speed gun times at the end of the relatively short front straight clocked



Doug Chandler finished third in the National after earlier winning the Pro Twins Grand Prix class; Chandler moved to third in the standings.

Randy Renfrow turned in an inspired ride after venturing off the track, rejoining the pack last and finishing eighth on his Vance & Hines Suzuki.



Two returnees, Dan Chivington (53) and Wes Cooley (84), had a battle that lasted to the end with Chivington finishing ninth and Cooley tenth.

Polen's Suzuki at 125 mph while Shobert was clocked at 124 mph.

Polen later said that he was using the same Dunlop tire combination in the heat race that he would use in the National. He had done over 40 laps on the radials in practice, turning good times at both low and high mileage. He also talked about the closeness of the championship, which he led by three points.

"It would be good for the promoters at Sears (if it was still close)," he said. "But I don't want to make it good for the promoters, I want it good for Doug."

Camel Challenge

Polen said the Camel Challenge would provide a good indication of how things would go in the National, and in retrospect he probably wishes his prognostication had been accurate.

It was Shobert shooting to the front immediately and opening up a lead in the quest for the Camel cash. At the end of the first lap the Honda rider held a two-second lead over Chandler, Polen, Gray, Quarterley and Ashmead.

On the second lap, however, Shobert started to slow, sitting up on the front straight and allowing Polen to pass unmolested. Gray, meanwhile, was past Chandler at this point.

On the next go-around, Shobert pulled into the pits, riding the VFR750 directly into the garage area where mechanics went to work in an effort to right things in time for the all-important National.

Meanwhile, on the track, Polen dominated, taking his fifth Camel Challenge win in a row. Gray was next followed by Chandler, Quarterley and Ashmead.

"It went on two cylinders," Shobert said. "We've had problems all weekend with that. We've changed the ignition, the carbs, now we even have a different bike."

Shobert went on to describe his morning crash in the chicane.

"I caught a neutral going in and decided to go on the grass," he said. "I was aimed at the guys coming out of the turn and I didn't want to hit 'em, so I laid it down. I hurt my finger, but it felt okay in the race (Camel Challenge)."

While Polen seemed to be gaining confidence, Shobert's bike problems had him worried. "It looks like a grim one," he said.

National

After one false start that saw the front row creeping forward before being stopped, the 38-rider field shot into turn one with Chandler, Shobert, Polen and Gray leading the charge.

One turn later and Renfrow was off the track and on the grass after coming together with David Sadowski.

"I was ahead of Sadowski," Renfrow said later. "And I left him room on the inside. I'm not getting down on him, but I left him room and he couldn't make it. I knew he was there, but there was room for both. I ran off and they made me turn around and go back to where I ran off."

After getting going some 45 seconds behind the last place rider, Renfrow put in a spirited ride through the field to end up eighth at the finish. Sadowski, meanwhile, pulled off after the first lap.

For the first two laps it was Gray leading with first Chandler and then Shobert in second. Polen, meanwhile, was third until Shobert took over the lead; at that time Polen went with him. As far as the battle for the lead went, the order stayed the same; with Polen seemingly waiting until the final laps in a scene reminiscent of the Road Atlanta battle that saw Polen run off the track on the final lap trying to pass Shobert.

This time the duo again circulated the track at lap times slower than they were capable of, waiting to see what the other would do. On the 22nd lap, Polen got past Shobert as the two were passing traffic at the end of the backstraight. The Suzuki rider managed to put a gap on Shobert as the Honda rider was baulked by the traffic jam ahead. As they crossed the stripe on the 23rd lap, Polen led by 1.31 seconds with his plan apparently set to work.

At the end of that lap, however, the two approached more traffic entering the carousel. Ironically, Polen's friend Doug Tosten saw Polen coming, looked over his shoulder and accidently forced Polen to slow abruptly to prevent himself from running off the track. That was all Shobert needed to get even again with Polen on the fateful last lap.

"I went up over the hill and when I came down the front end went away," a disgusted Polen said later. "Right then the guy (Carl Muffley) unloaded in front of me. It surprised me, I thought 'what happened?'"

Polen immediately filed a protest after the race, claiming that Shobert had passed a rider under a waving yellow flag earlier in the race. "He passed a guy," Polen said. "I was pointing and everything. He didn't do it after the incident, he'd already gotten by the guy."

Gray, meanwhile, settled into a comfortable third place, keeping the leaders in sight, but without a challenge from behind, not willing to push it and risk crashing.

"I could see them the whole time," Gray, after his first-ever Mid-Ohio outing, said. "It was about five seconds and five to six laps from the end I was plus-20 (seconds) something on Chandler. I figured I had to finish this thing, so I finished at a consistent pace. The bike was incredible and the tires worked good. This track is an equalizer, it's my second favorite after Sears. I'm happy except for the thing with Doug. We've spent the last three races trying to get the forks dialed in and they're pretty damn close."

Chandler finished a lonely fourth. "I jacked it (the rear suspension) up as high as it would go and it still wasn't high enough," he said. "I would grind it a couple of times a lap and it almost highsided me. I can't be too upset with third. This is the worst track for back markers, we lapped some of them three times."

Next came Quarterley, another in a rather dull procession. "I tried to stay close, but I kinda could, but kinda couldn't, so I decided to let them go and just rode around getting the pluses."

Ashmead was next after a near race-long battle with Russell ended when the Georgia pilot lost the back end, crashing out of the race on lap 18. Behind Ashmead came a restarted Polen followed by a lonely Mark Chin.

Then came Renfrow, followed by Dan Chivington, in his first Superbike race of the season, after a race-long duel with Cooley. Cooley rounded out the top 10 in an impressive effort for the former two-time Champion.

Shobert was happy in victory, but a little disappointed with the ensuing protests which were filed.

"You know how these road race championships are won in court," he said. "Their guy blows it and they're looking for an excuse to protest it. Oh well, they can't feel good about it. As far as I can see, they had it in the bag."

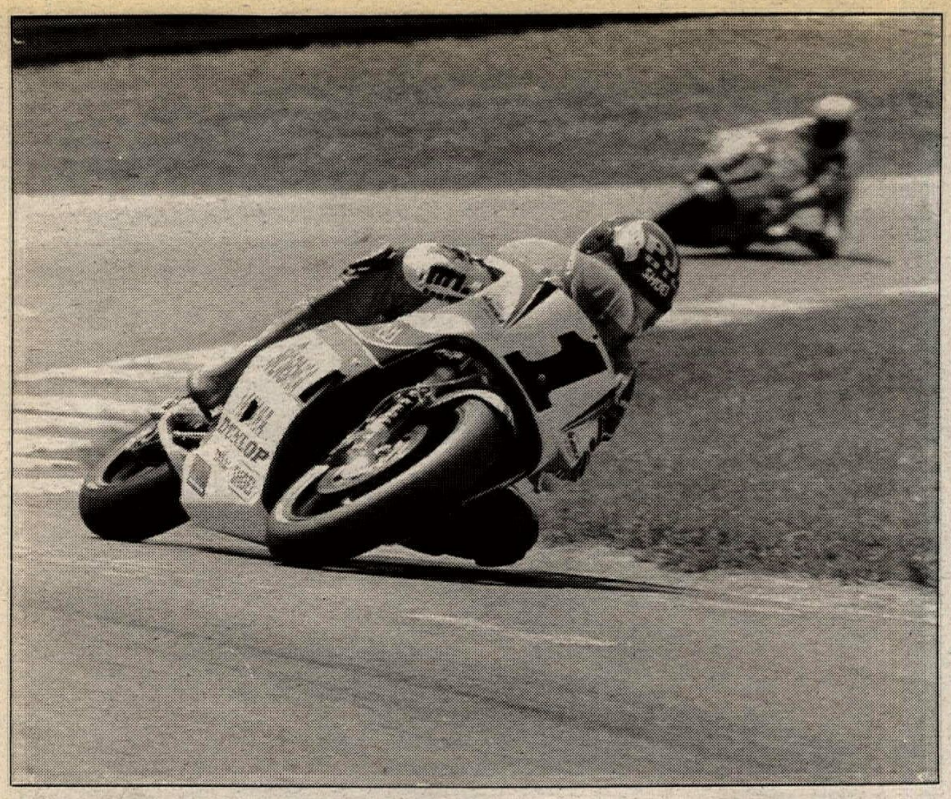
So, with one race remaining, the series heads west to California where the two Texans will meet one more time. •

Results

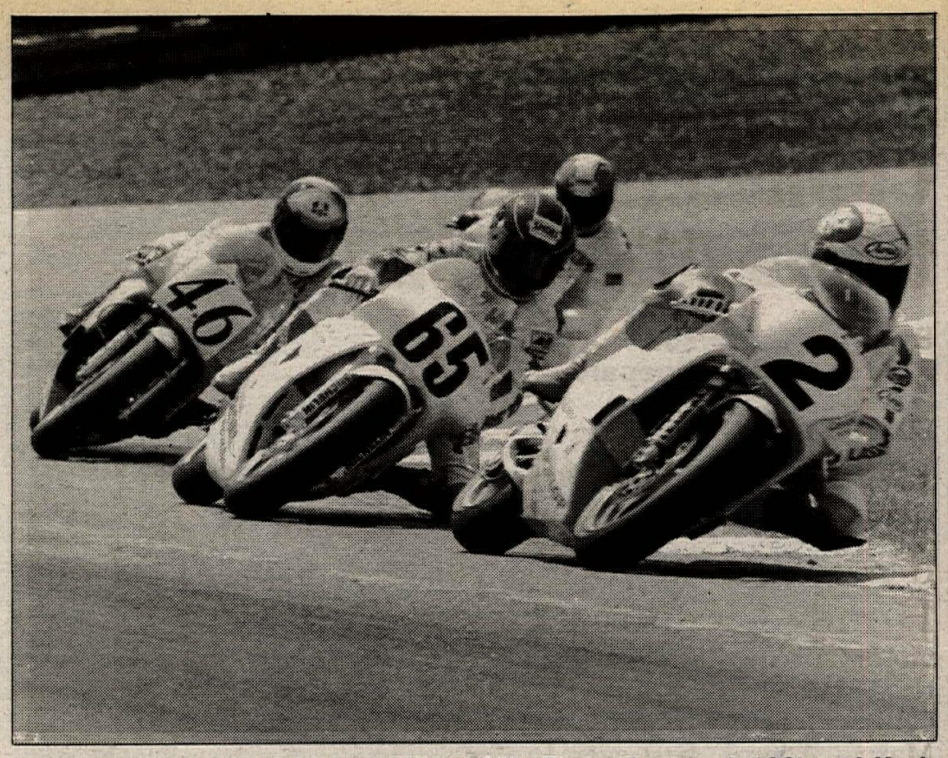
SUPERBIKE: 1. Bubba Shobert (Hon); 2. Scott Gray (Suz); 3. Doug Chandler (Hon); 4. Dale Quarterley (Suz); 5. John Ashmead (Hon); 6. Doug Polen (Suz); 7. Mark Chin (Yam); 8. Randy Renfrow (Suz); 9. Dan Chivington (Suz); 10. Wes Cooley (Hon); 11. Larry Shorts (Kaw); 12. Eric Moe (Suz); 13. Russ Paulk (Hon); 14. Phil Pummell (Hon); 15. Kevin Blais (Kaw).

AMA SUPERBIKE POINT STANDINGS: 1. Bubba Shobert (105); 2. Doug Polen (97); 3. Doug Chandler (52); 4. Scott Gray (48); 5. Randy Renfrow (47); 6. John Ashmead (38); 7. Rueben McMurter (27); 8. Dale Quarterley (26); 9. (TIE) David Sadowski/Scott Russell (22).

AMA CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (143); 2. Doug Polen (81); 3. Steve Morehead (63); 4. Doug Chandler (57); 5. Chris Carr (49); 6. (TIE) Scott Parker/Randy Renfrow (47); 8. Scott Gray (38); 9. Terry Poovey (37); 10. John Ashmead (36).



John Kocinski won his fifth race of the year at Mid-Ohio, collecting $3065 for his efforts. He now leads Thomas Stevens by 14 points.



Alan Carter (2) leads Jimmy Filice (65), Doug Brauneck (46) and Kork Ballington early in the 250 Grand Prix final at Mid-Ohio.

AMA/Castrol 250 Grand Prix Series: Round 6

Kocinski wins again at Mid-Ohio

By Brian Catterson
Photos by Bert Shepard

LEXINGTON, OH, AUG. 7

Team Nordica Roberts' John Kocinski climbed another rung on the ladder towards repeating as 250 Grand Prix National Champion by winning his fifth race of the series at the Mid-Ohio Sports Car Course. The 20-year-old, Little Rock, Arkansas, native now living in Modesto, California, has won every race that he's finished this year in America.

Kocinski's teammate Thomas Stevens kept his dreams of winning the championship alive by finishing a solid second, running alone and wheelying for the crowd for much of the race after working his way up from a poor start.

Third place for the third straight time went to Hasty Racing's Doug Brauneck, like the Nordica Roberts riders also Yamaha TZ250-mounted. Brauneck fought off the challenges of Jimmy Filice, AJ Racing's Andy Leisner and Lassak Racing's Alan Carter to claim the last step on the victory rostrum.

Carter's teammate, Road America winner Rich Oliver ran in second at the start of the final, but retired when his Yamaha's transmission stuck in fourth gear.

Kocinski now leads Stevens in the point standings by 14 points, 100 to 86. Even if Stevens wins at the last round of the series at Sears Point in October, Kocinski only needs to finish eighth to reclaim the title. Either way, Team Nordica Roberts is sure to score the championship, since third-place Rich Oliver is now out of the running with just 56 points.

The weekend got off to a bad start for Kocinski as he was involved in a collision with Kazunobu Yoneda during Friday's practice. Kocinski tried to go around "Kaz" on the front straight but the two collided, with Kocinski's knee hitting Yoneda's handlebar and lifting the Japanese rider's front wheel off the ground. Kocinski didn't fall, but Yoneda did. Though unhurt, Yoneda was unable to compete.

Saturday afternoon's heat races got underway with Kocinski leading wire to wire, defeating Oliver by 5.83 seconds — a little over a second per lap in the five-lap affair — at an average speed of 88.686 mph. Filice held third, with Carter fourth and Kork Ballington, competing in his first National since breaking his wrist at Loudon, fifth. The race was a rather dull parade, with the top five playing follow the leader from start to finish.

The second heat was a bit more exciting, and was won by Stevens after he diced with Leisner most of the way. Stevens led at the start, but coming out of the carousel on lap two, he got sideways and Leisner passed him down the straight. One lap later, Stevens was back out in front and led till the finish. Chris D'Alusio initially held third but was passed by Brauneck on lap three, and had to settle for fourth. Stephan Crevier of Canada passed William Himmelsbach and Marten Miller for fifth. Stevens' margin of victory was 3.6 seconds, with an average speed of 86.735 mph. Stevens' slower heat race time gave the pole position to Kocinski.

Sunday afternoon's final started with Oliver getting the holeshot and Kocinski going underneath him in turn one to take the lead. Filice got a good start and held third, but Stevens and Brauneck got off the line slowly.

At the end of the first lap, Kocinski led Oliver, Filice, Carter, Ballington, Stevens, Leisner, Brauneck and Richard Moore.

Carter soon got past Filice for third, and Stevens began to work his way through the pack, passing Ballington on lap two, Filice on lap three, and Carter on lap four.

Kocinski, meanwhile, was pulling away at about a second per lap, working on the 1:36-flat lap barrier, trying to get into the 35s. Kocinski set a lap record here last year, and this year broke that by two seconds; tuner Bud Aksland clocked him at a best effort of 1:35.53. Kocinski was recorded by radar on the back straight at 139 mph.

With Stevens clear of fourth place, a hard-riding Carter battled with Filice, Ballington, Leisner and Brauneck. Leisner was battling the heat, his Aprilia's temperature gauge reading as high as 78° centigrade when it usually runs between 55 and 65, while Filice seemed to have found a solution to his nagging front end chattering problems.

Multi-time F-2 champ Donnie Greene held ninth, slightly out of touch with the pack in front of him, but riding well, certainly better than at Laguna Seca where he retired while racing for 10th. Moore followed Greene in 10th, trying to regroup after a Sunday morning practice crash.

On lap six, Carter got sideways in the carousel and dropped two positions. Brauneck seized the opportunity to put some daylight between himself and the following group. Kocinski, meanwhile, was already lapping traffic.

Oliver's race came to a disappointing end on lap nine, though he did attempt to rejoin the race before again pulling into the pits. His bike would not shift out of fourth gear. "I probably broke my toes trying to unstick it," Oliver said.

With Oliver out and no chance of catching Kocinski, Stevens suddenly had nothing to gain by pushing it, and rode the rest of the race watching his pit board signals, gassing it only when the interval shrank. Meanwhile, he started doing wheelies reminiscent of Kenny Roberts at Laguna Seca. The spectators between turns 12 and 13, originally numbered about a dozen, but grew to a crowd as reports of Stevens showmanship circulated.

On lap 12, Carter again resumed third place, passing Brauneck down the front straight.

Crevier, who suffered a miserable start, was working his way through the pack form 14th to an eventual eighth-place finish. He was riding hard, as shown by his once taking to the grass down the length of the start/finish straight when he ran afoul of a backmarker.

Just two laps from the end, Carter went down in the carousel when his Yamaha seized. "It went full sideways and I just went like a rocket," he said later.

Ballington started to fade back, a result of a broken shift linkage. He circulated the remaining few laps in third gear.

Kocinski motored away to the win with a more-than-comfortable 29.26-second margin of victory at an average speed of 88.964 mph.

"The track was getting greasy; I lost the front end once," said Kocinski. Aside from that and a broken steering damper, the only other trouble Kocinski had was passing backmarkers, a problem expressed by many of the frontrunners.

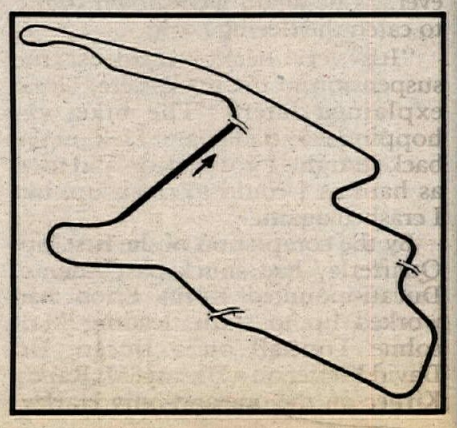
"I dropped the clutch too fast at the start," said Stevens. "When Oliver broke, my pit board said 'plus eight', then 'nine', then '14'. I knew I couldn't catch John, so I just did some wheelies."

"The bike was vibrating bad and my hand and foot were falling asleep," said Brauneck. "If Carter hadn't fallen, I would have made a desperate attempt to get round him on the last lap." •

Results

250 GP: 1. John Kocinski (Yam) 2. Thomas Stevens (Yam); 3. Doug Brauneck (Yam) 4. Jim Filice (Hon); 5. Andrew Leisner (Apr); 6. Don Greene (Yam); 7. Kork Ballington (Hon); 8. Stephan Crevier (Yam); 9. Chris D'Alusio (Hon); 10. Richard Moore (Yam).

POINT STANDINGS: 1. John Kocinski (100); 2. Thomas Stevens (86); 3. Rich Oliver (56); 4. Doug Brauneck (54); 5. Richard Moore (41); 6. (TIE) Carter/Leisner (36); 8. (TIE) Crevier/Greene (35); 10. Kork Ballington (28).



AMA/Circle Bell Pro Twins Grand Prix Series: Round 6

Chandler wins, Quarterley takes title at Mid-Ohio

By Brian Catterson
Photos by Bert Shepard

LEXINGTON, OH, AUG. 7

Doug Chandler did, in his first attempt, what Australian Paul Lewis twice failed to do — win a race on the Commonwealth Honda. Chandler rode the machine to victory in the 18-lap event at the Mid-Ohio Sports Car Course, scoring his and owner Martin Adams' first-ever Pro Twins Grand Prix victory.

Chandler may have won the race, but it was Dale Quarterley's day. Quarterley finished second behind Chandler after leading most of the race, but the runner-up finish gave the Fast By Ferracci Ducati 851-rider enough points to clinch the 1988 AMA Pro Twins Grand Prix Championship. With one round remaining (at Sears Point in October), the Massachusetts native now holds 101 points, leaving second-place John Long, with 70 points, out of reach of the title.

Third place went to Jimmy Adamo on the Team Leoni Ducati 851. Adamo led at the start, and again, briefly, at mid-race, but was slowed by rising water temperatures which forced him to ride a conservative race and save the motor.

Chandler first rode the Commonwealth Honda — the same one ridden by Australian Paul Lewis at Daytona where he led before suffering mechanical woes and at Laguna Seca where he finished second behind Quarterley — for the first time in practice on Friday, and immediately took a liking to the RS750 dirt track motor-powered racer. Chandler has plenty of experience with this powerplant, riding Honda dirt trackers in the Camel Pro Series. He compared the machines favorably, but, perhaps surprisingly, says that the 850cc road race machine produces its power at lower rpm and is even more tractable than the dirt tracker.

At the drop of the green flag, Adamo romped into the lead with Quarterley and John Long, on his Longevity Racing Ducati, hot in pursuit. Doug Brauneck put the Dr. John's Moto Guzzi into fourth, with Chandler already up to fifth after coming from a third-row starting position.

Before the completion of the first lap, Pablo Real went down in turn eight, but restarted his Team Leoni Ducati and returned to the race. His second wind was short-lived, however, as he again went down trying to catch the fleeing pack.

"It's very tricky to adjust the suspension to the track, here," Real explained later. "The bike was hopping very badly, and I fell on the back straight. I got back on and tried as hard as I could to catch up, but I crashed again."

By the completion of the first lap, Quarterley had snuck past Adamo. Ducati-mounted Kevin Erion had worked up to sixth, leading Malcolme Tunstall on a Ducati, Dr. David Kieffer on a Ducati 851, Randy Kirnec on the one-and-only Harley-Davidson in the field, and Pete Johnson on yet another Ducati.

Brauneck and Chandler soon found a way around Long as Johnson and Randy Shenwell displaced Kirnec from the top ten. But, at the end of lap two, Brauneck got off the Guzzi in a big way. Coming through the carousel — a big right-hander followed by a quick flick left — the rear wheel stepped out, highsiding him off the side of the bike. He struggled to hold on, but accidentally opened the throttle and sent the machine speeding towards the track's edge. Brauneck bailed off to avoid running head on into the hay bale-lined armco The Guzzi exploded the hay bales and suffered extensive damage including a bent and broken front wheel. Brauneck was unhurt, but the crash makes the 1987 Pro Twins champ two-for-two after also crashing in the early laps of the previous round of the series at Laguna Seca.

By lap seven, the three leaders had opened a 20-second gap over third-place Long, who held another eight seconds on fourth-place Tunstall, who, like Kieffer, had passed Erion, sending the southern Californian back to seventh place.

As Saturday's Modified Production-class winner Pete Johnson closed on Erion, the archrivals' pace heated up from the 1:55s they'd been running down into the 1:53-range, one-and-a-half seconds faster than they'd circulated in Saturday's event. This time, however, it was Johnson's turn to sample the lush green Mid-Ohio turf. Pulling ahead of Erion, he had opened a small gap, but struck trouble later while passing a lapped rider. Johnson went to the outside of the lappee, Erion went inside, and resumed his placing. Johnson then closed on Erion too fast in the carousel, hit the brakes while leaned over and lost the front end. He bruised his left hand, requiring no more than an ice pack, and was otherwise uninjured.

J. Craig Shambaugh, who'd advanced into the top 10, crashed when he missed a shift going into turn 11.

Adamo took a turn at the front for a lap, but Quarterley regained the lead on the following circuit. A lap later Chandler also passed Adamo.

"The temperature gauge was pinned, over 150-degrees centigrade. It started going a little slower on the straights so I slowed down. I figured it's better to finish," said Adamo.

On lap 10, Quarterley's bike faltered and Chandler dove inside under the start/finish bridge to take the lead.

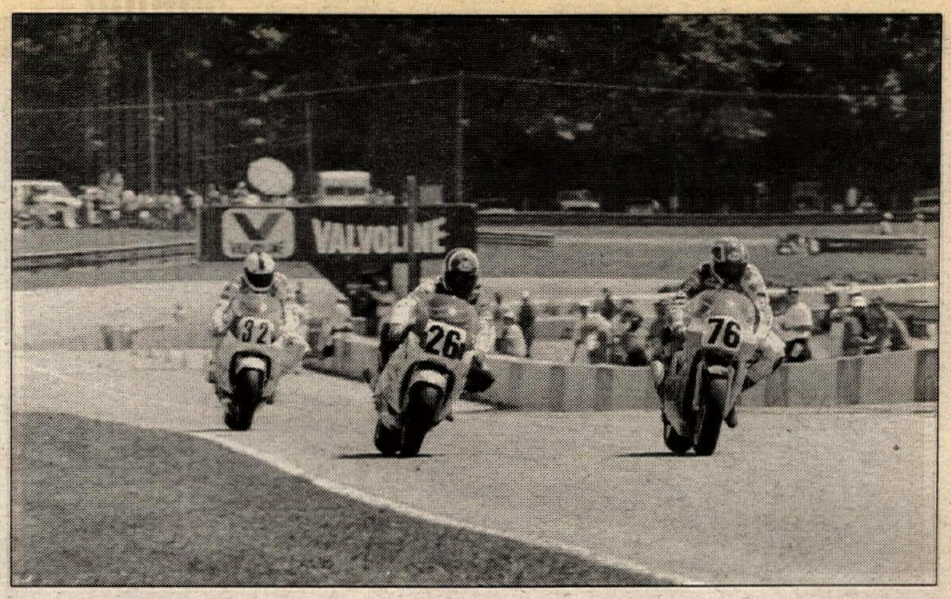
"The same thing happened at Laguna Seca," said Quarterley. "The motor died, so I tried hitting the kill switch, but nothing happened. Then, I hit the starter button and it fired right back up. It's really strange because it doesn't have a starter motor!"

Chandler took the win with a 0.75-second margin of victory at an average speed of 86.542 mph. Quarterley held on for second, with Adamo nursing his Ducati in for third. Long concluded his lonely race in fourth, with Tunstall fifth. Erion, Shenwell, Stas, Kirnec and Griffiths rounded out the top 10.

"The front brakes faded so I decided to hang back and take my time," said Chandler. "When Dale's bike quit I just drafted past."

"To stay with Dale I had to slide it, but I couldn't keep up that kind of a pace," said Adamo. "I feel more comfortable going in deeper and pushing the front end."

"It feels good to win the championship, especially since I've had an up-down-up career in Pro Twins," said Quarterley. •



Doug Chandler (76) leads Jimmy Adamo (26) and Dale Quarterley (32) at Mid-Ohio. Chandler won, but Quarterley is the new Pro Twins champ.

Results

PRO TW GP: 1. Doug Chandler (Hon); 2. Dale Quarterley (Duc); 3. James Adamo (Duc); 4. John Long (Duc); 5. Malcolme Tunstall (Duc); 6. Kevin Erion (Duc); 7. Randy Shenwell (Duc); 8. Gary Stas (Duc); 9. Randy Kirnec (H-D); 10. Robert Griffiths (M-G).

POINT STANDINGS: 1. Dale Quarterley (101); 2. John Long (70); 3. Kevin Erion (58); 4. James Adamo (46); 5. Doug Brauneck (35); 6. Randy Shemwell (29); 7. Peter Johnson (27); 8. Kurt Liebmann (23); 9. Doug Chandler (20); 10. Warren Elliot (18).

AMA Pro Twins Modified Production Series: Round 6

Johnson wins, takes point lead at Mid-Ohio

By Brian Catterson
Photos by Bert Shepard

LEXINGTON, OH, AUG. 6

Fast By Ferracci's Pete Johnson defeated J. Craig Shambaugh and Chris Thomas to win the 14-lap Pro Twins Modified Production race at Mid-Ohio.

Johnson's win allowed him to assume the point lead in his quest to repeat as Modified Production Champion. Two Brothers Racing's Kevin Erion, the rookie pro who led the points chase coming into this round of the series, crashed out of contention just after Johnson passed him for the lead. Johnson now leads Erion 72 to 69.

Johnson led from the start, chased by Erion and Shambaugh on the FBF/BP Cycles/Montgomeryville Cycles Ducati, with Loudon winner Gary Stas and Dennis Liebrecht following. Erion took the lead before the completion of lap one, ending speculation by his crew that he would cruise behind Johnson and pass on the white flag lap.

Pete Johnson took first place in the Modified Production race and point standings on his FBF Ducati.

On lap two, Moto-Guzzi-mounted Bob Griffiths passed Liebrecht for fifth. The leaderboard then remained the same until lap five when Johnson passed Erion for the lead. Moments later, Erion threw it away in oil entering the Keyhole.

"I ride so much better without the pressure of racing," said Erion, who's an instructor in Reg Pridmore's CLASS riding school. "I'm starting to wonder if I'm cut out for this (racing)."

As Erion floundered, Thomas got around Griffiths to take fourth, and a lap later they both put a move on Stas, displacing him to fifth. Stas later repassed Griffiths for fourth.

With Erion gone, Johnson slowed his pace and cruised home to a 13.96-second margin of victory. Shambaugh came home second with Thomas third, Stas fourth and Griffiths, first non-Ducati rider, in fifth.

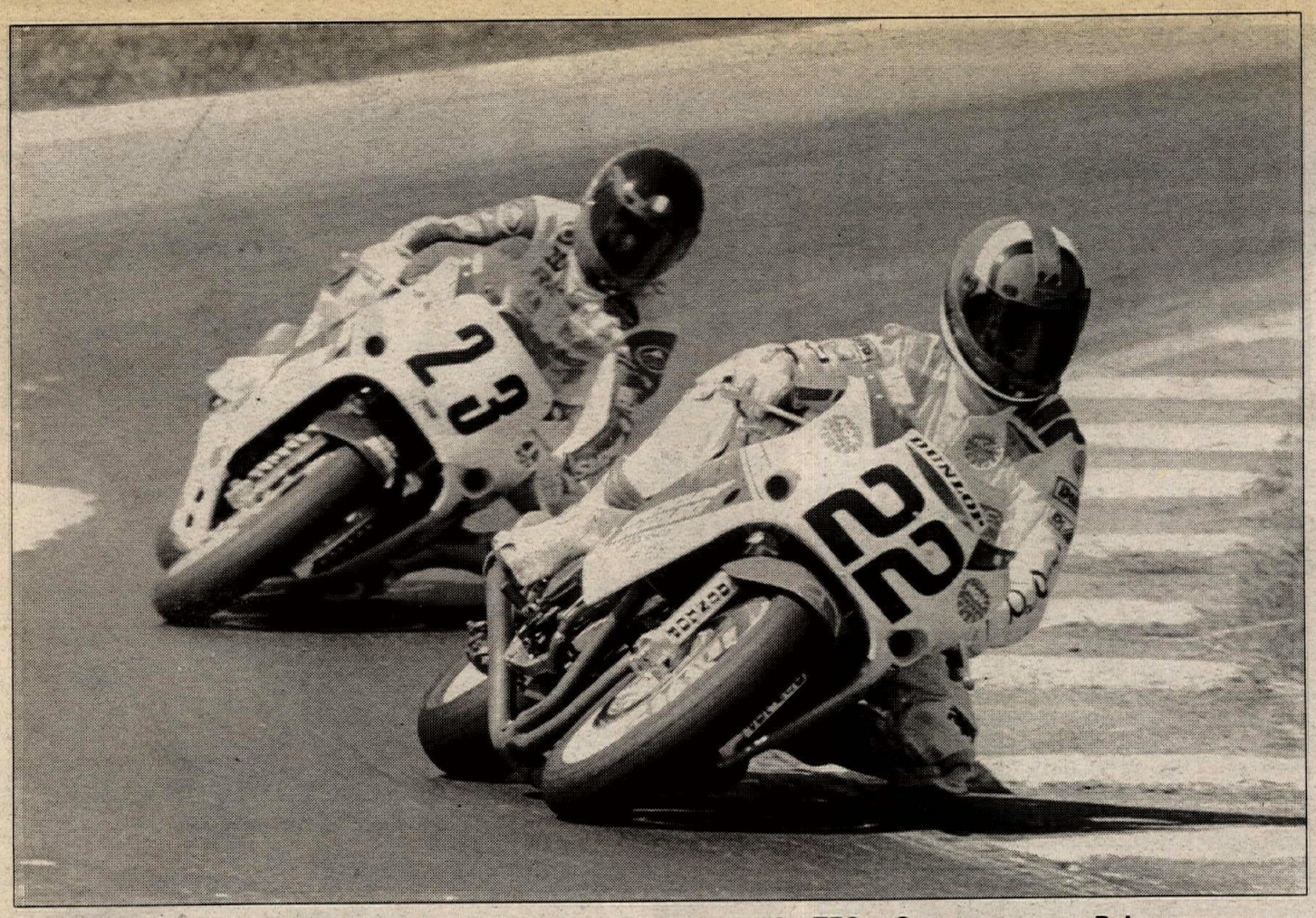
"Kevin (Erion) and I agreed before the race that we would try to jump out front and get away from Shambaugh and Stas. They (Shambaugh and Stas) can run with us (Johnson and Erion) when they're following, but I don't think they can keep up the pace if they're running alone," said Johnson.

"I couldn't believe it when Erion crashed," said Shambaugh. "I kept Johnson in sight for a couple of laps, and then said to myself 'Hey, I want to finish this one.'" •

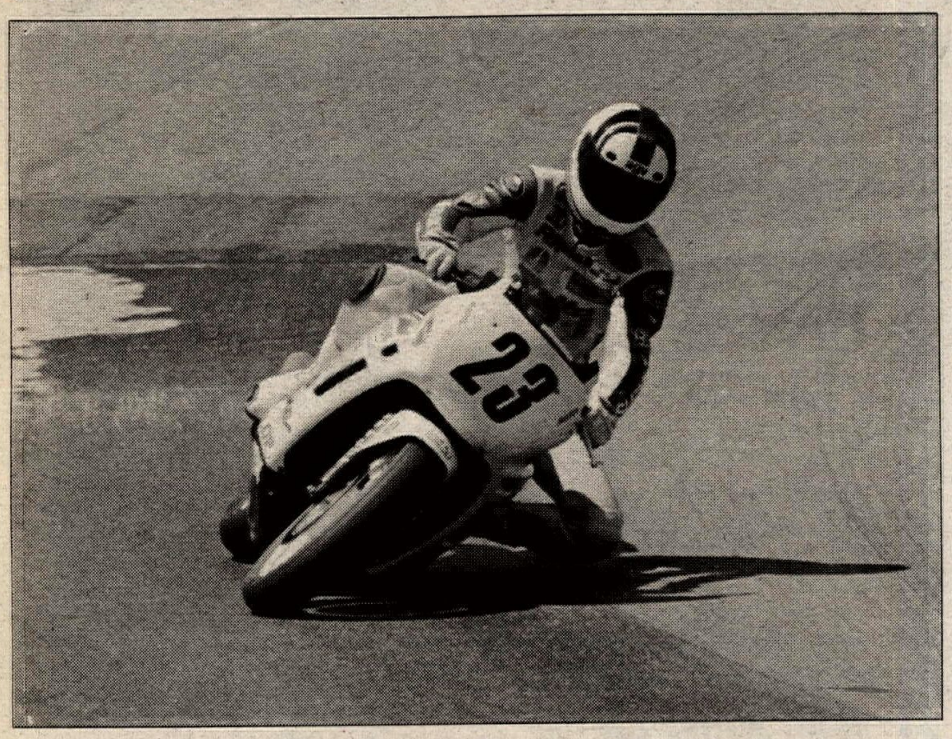
Results

PRO TW M/P: 1. Pete Johnson (Duc); 2. J. Craig Shambaugh (Duc); 3. Chris Thomas (Duc); 4. Gary Stas (Duc); 5. Robert Griffiths (M-G); 6. Frank Shockley (Duc); 7. Alan Hippensteal (Yam); 8. Walter Sakowski (Duc); 9. Eric Phillippe (Duc); 10. Blaine Paulus Jr. (M-G).

POINT STANDINGS: 1. Pete Johnson (72); 2. Kevin Erion (69); 3. J. Craig Shambaugh (61); 4. Robert Griffiths (42); 5. Chris Thomas (35); 6. Gary Stas (31); 7. Blaine Paulus Jr. (28); 8. Dennis Liebrecht (27); 9. Alan Hippensteal (25); 10. Frank Shockley (24).



Scott Russell (22) and Doug Polen (23) were this close for the entire 750cc Supersport race; Polen won.



Polen followed his 750cc Supersport win with a lonely ride to the 600cc Supersport victory; he leads the championship in both classes.

AMA/Vance & Hines 600cc Supersport Series: Round 6

Polen tops Bray in Mid-Ohio 600s

By Paul Carruthers
Photos by Bert Shepard

LEXINGTON, OH, AUG. 7

Suzuki Katana-mounted Doug Polen took a giant step towards winning another 600cc Supersport championship today as he dominated the final from flag-to-flag at the Mid-Ohio Sports Car Course.

Polen, who came directly to the grid from racing in the Camel Challenge, led the 14-lap race from the drop of the green flag, beating Georgia's Paul Bray and his Honda Hurricane by 10.16 seconds. Another Georgian, Scott Russell, finished third on a worn out 600cc Suzuki.

The win was Polen's second of the season, and it gives him a 19-point lead over his nearest rival, John Ashmead, fourth today, 101-82. Seventh place finisher David Sadowski is next with 71 points.

Polen won the first heat race on Sunday morning, topping Sadowski's Suzuki and Bray's Honda. Polen's heat was the fastest as he averaged 84.591 mph on his Dunlop K591-clad Suzuki.

The second heat race win went to Ashmead on the Peter Brady Racing Honda CBR600 Hurricane. Ashmead topped Mike Smith on another Honda and Douglas Tosten on a third Hurricane; surprisingly, the second heat was filled with Hondas as only a single Suzuki and Yamaha were in the field.

Ashmead completed the five laps in eight minutes, 35.199 seconds for an average spped of 83.851 mph, almost five seconds off Polen's pace.

Pole sitter Polen nailed the holeshot in the final, and after only a single lap on the 2.4-mile track led by 1.80 seconds from Glen Smith, Sadowski, Bray, John Ashmead, Larry Schwarzback and Russell.

By the second lap the gap was up to 3.97 seconds, then it went to 4.37, 6.22 and finally into the nine- and 10-second range before he finally won by 10.16.

The battle for second started a two-rider dual between Bray and Ashmead, but Ashmead's Michelin-clad Honda started sliding and the Floridian started a gradual march backwards that saw him finish fourth.

The 23-year-old Bray, in his best ride to date, then had a relatively uneventful ride to second place. Russell, meanwhile, reeled-in Ashmead and eventually got by on the 11th lap.

Honda-mounted John Eidenberger fought through to finish fifth after holding off Schwarzbach, Sadowski and Fritz Kling. Mike Smith and Britt Turkington rounded out the top 10.

Englishman Chris Knight, after crashing out of the heat race while lying second, pulled in early with a loose clip-on after fighting through from his last place start on the grid.

"We wouldn't have caught Ashmead if he didn't have a tire problem," said Russell, who along with Polen and Bray used Dunlop tires.

Polen said he went a comfortable pace, and was surprised that no one was giving chase after the first lap. ●

Results

1. Doug Polen (Suz); 2. Paul Bray (Hon); 3. Scott Russell (Suz); 4. John Ashmead (Hon); 5. John Eidenberger (Hon); 6. Larry Schwarzbach (Hon); 7. David Sadowski (Suz); 8. Fritz Kling (Hon); 9. Mike Smith (Hon); 10. Britt Turkington (Hon).

600cc SUPERSPORT POINT STANDINGS: 1. Doug Polen (101); 2. John Ashmead (82); 3. David Sadowski (71); 4. Scott Russell (40); 5. Gary Goodfellow (36); 6. (TIE) Britt Turkington/Mike Smith (34); 8. Larry Schwarzback (30); 9. Paul Bray (27); 10. Doug Tosten (17).

AMA/Vance & Hines 750cc Supersport Series: Round 6

Polen tops Russell at Mid-Ohio

By Paul Carruthers
Photos by Bert Shepard

LEXINGTON, OH, AUG. 7

Yoshimura Suzuki-backed Doug Polen made it a clean sweep of the Supersport classes at Mid-Ohio as he stormed to a narrow win over Scott Russell in the 750cc class.

For Polen it was his third win of the year on his Dunlop-clad Suzuki GSXR750, but it wasn't until late in the race that he managed to get past the charging Scott Russell, on a similar Dunlop-sponsored Suzuki. Third place went to New Hampshire's David Sadowski with Russell Paulk and Paul Bray rounding out the top five positions on the 2.4-mile road circuit.

Polen's win gives him a 12-point lead over Russell, who passed Sadowski today in the point standings. Polen has 102 to Russell's 90; Sadowski has a total of 88 points.

At the start of the final it was Russell and Sadowski leading the slim 12-rider field into turn one. At the end of the first lap, Polen was fourth behind Paulk.

Polen moved to third a lap later and into second on lap three. By this time, Russell had opened up a slight lead, but Polen quickly closed in. From then on it was a two-rider duel up front, with Polen content to sit behind Russell. Sadowski, meanwhile, held a stable third, but was being closed in on by Paulk, who was unchallenged from behind. Paul Bray had moved ahead of a Ricky Orlando/John Eidenberger/Mike Smith battle for sixth. In the end it was Orlando stopping Eidenberger with Smith dropping back to a lonely eighth.

Edgar Strohn and Larry Gruen rounded out the top 10 in the 14-lap race.

Up front, the battle went to the end with Polen taking over on the final lap in traffic. Russell tried to come back later in the lap, but couldn't get past the flying Polen.

"There was a bike down in the line and I baulked for a second," Russell said. "He snuck in there on me. He got by one lapper that I couldn't and I got held up for two turns. I'm not saying I could have got him, but I would have tried."

"I was just sitting back," Polen said. ●

Results

750cc SUPERSPORT: 1. Doug Polen (Suz); 2. Scott Russell (Suz); 3. David Sadowski (Suz); 4. Russ Paulk (Suz); 5. Paul Bray (Suz); 6. Ricky Orlando (Suz); 7. John Eidenberger (Suz); 8. Mike Smith (Suz); 9. Edgar Strohn (Suz); 10. Larry Gruen (Suz).

750cc SUPERSPORT POINT STANDINGS: 1. Doug Polen (102); 2. Scott Russell (90); 3. David Sadowski (88); 4. Russ Paulk (49); 5. Mark Chin (29); 6. Ricky Orlando (24); 7. Steven Dick (22); 8. (TIE) Jamie James/Mike Smith/Mike Harth (21).

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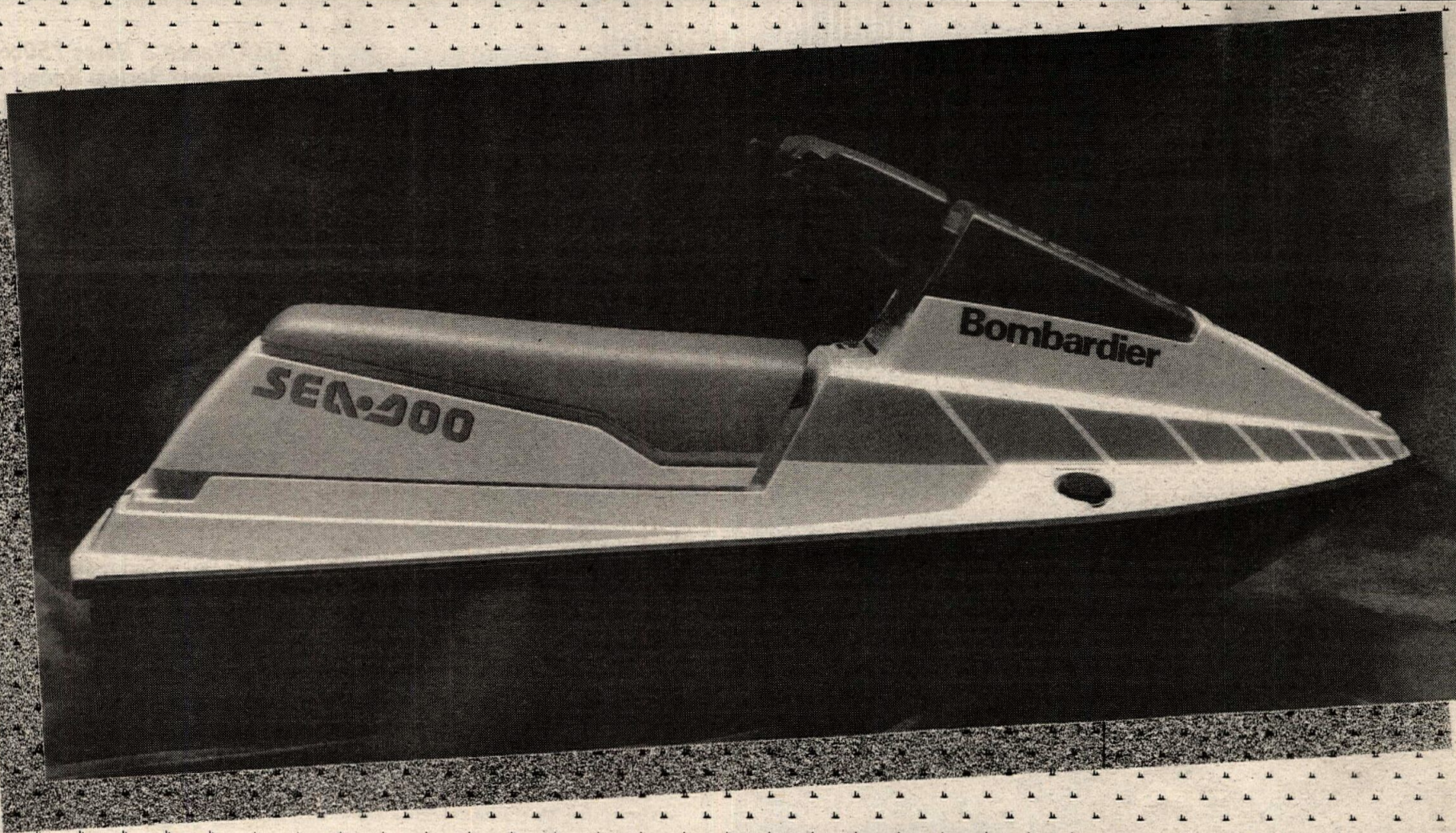

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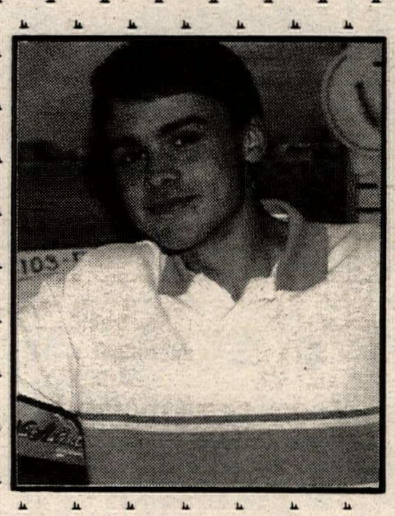

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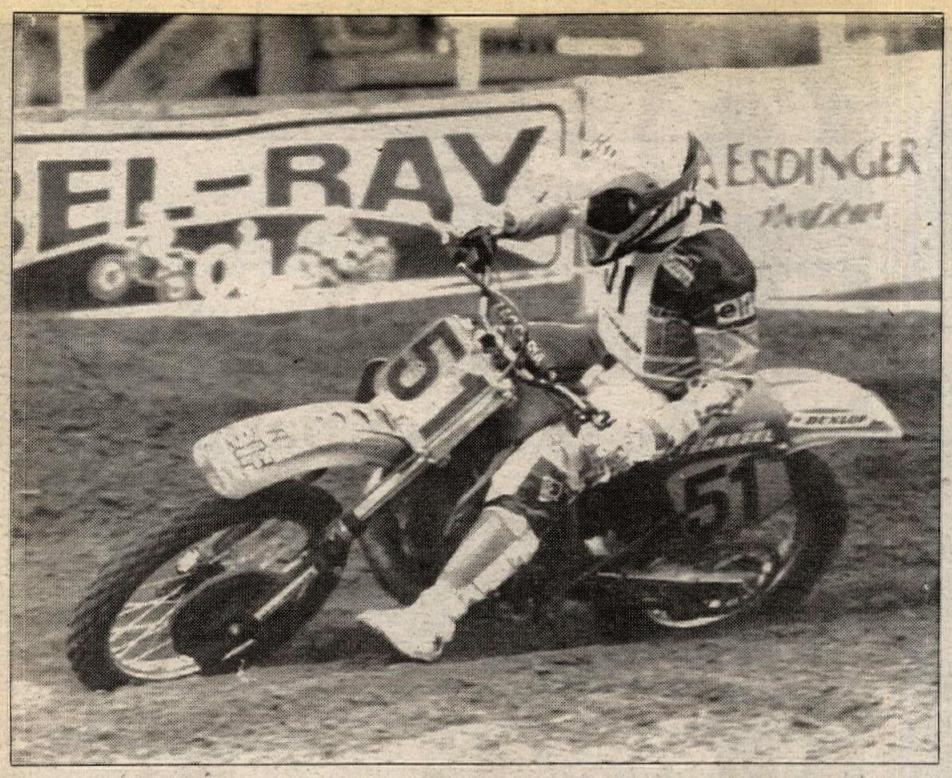
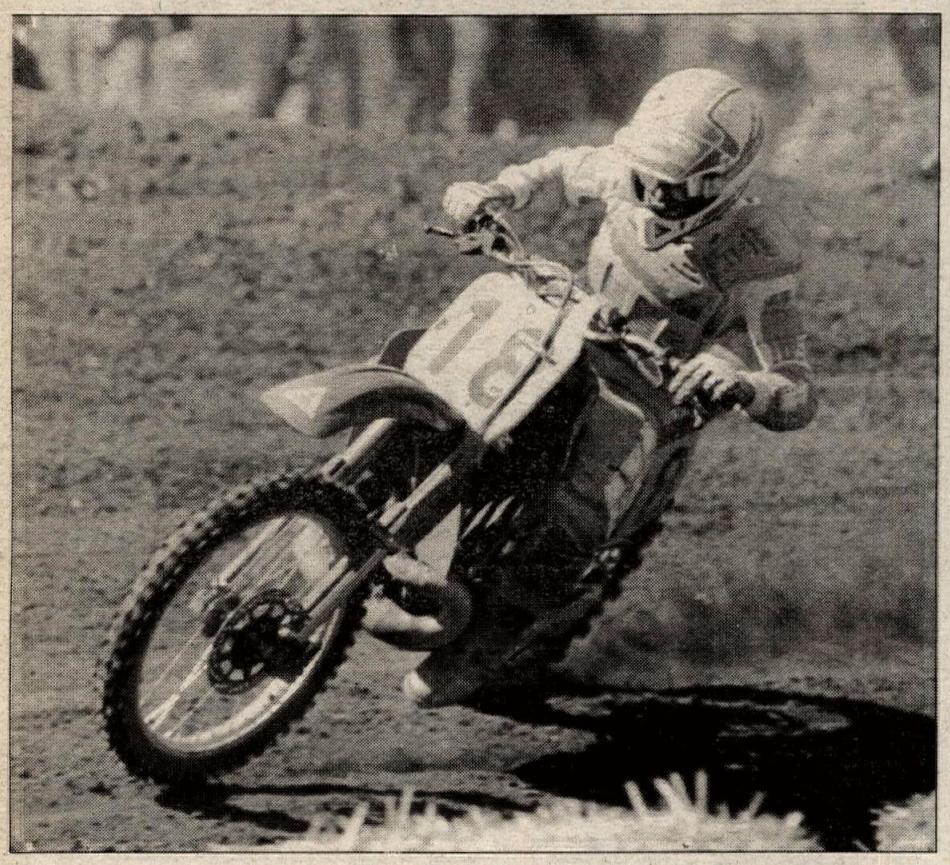


Georgian Billy Liles captured his first GP win with a 1-3 tally in San Marino. He's now eighth in the World C'ship 500cc MX point standings.



Jeff Leisk flew to San Marino to ride injured Dave Thorpes' works Honda. Leisk was leading the second moto before throwing a chain.

Kawasaki rider Kurt Nicoll, from Great Britain, moved into second place in the point standings with a third overall in San Marino.

World Championship 500cc MX Series: Round 10

Liles triumphs in San Marino

By Alex Hodgkinson
File photos by Kinney Jones and Hodgkinson

BALDASSERONA, SAN MARINO, JULY 24

American Billy Liles captured his very first overall GP win, combining 1-3 moto scores in San Marino, aboard his Kawasaki. It was America's first overall 500cc GP victory since Danny Chandler did it in 1985, and the days of Brad Lackey, when he gave the U.S. its first and only 500cc World MX Championship in 1982.

But in San Marino, it was Liles' day, with his win boosting the Georgian into a tie for eighth in the series with England's Mark Banks.

After a 4-1 for second overall, series leader Belgian Eric Geboers now needs just 20 points from his home GP in Namur, the next stop on the circuit on August 7, to clinch the 500cc World Championship title and become the first rider to win championships in all three displacement classes.

Geboers' nearest rivals in the title chase, the English duo of Kurt Nicoll and Dave Thorpe, weren't a factor in San Marino. Thorpe missed the event, the 10th round of the series, after suffering a broken collarbone one week earlier in Holland. Nicoll's second place in the final moto wasn't enough to help him pull back points on Geboers since Nicoll crashed in the first turn of race one and could only work up to 11th at the finish. Nicoll did overtake Thorpe by one point in the standings in the chase for the FIM silver medal.

Kees Van der Ven has established a claim to fourth in the standings, but has little chance of making the top three after a flat tire restricted his scoring in the first moto.

Geboers had declared his tactics before the race as being to consolidate his points advantage, but the Belgian shot away in front from the start of moto one and led through the first turn, by far the safest place to be on the dangerous start area of the Baldasserona track.

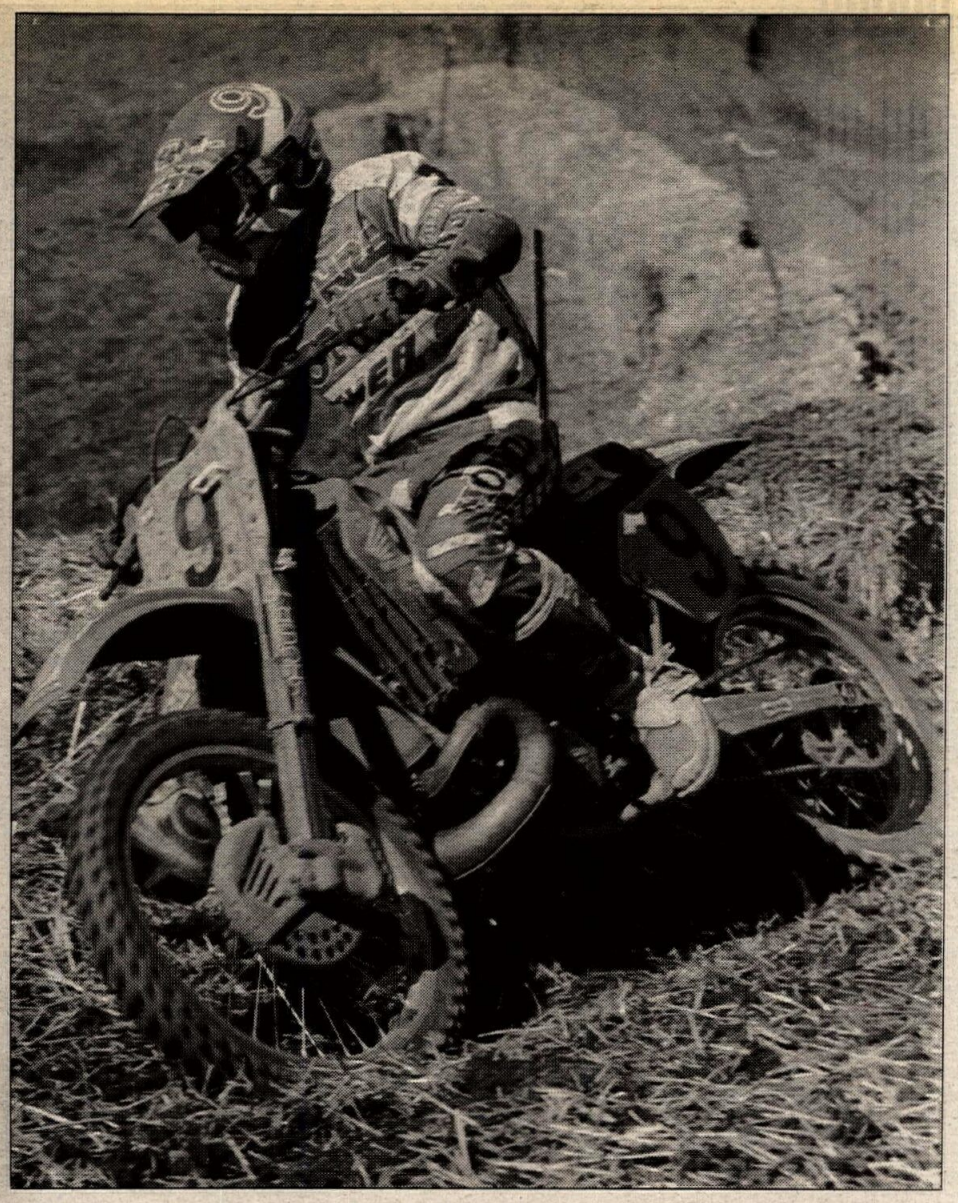
Nicoll soon found out how dangerous it can be. Ismo Vehkonen was forced to brake as a rival cut across him and Nicoll. In his attempt to change course, Nicoll could do nothing more than slide down on the slippery, loose stones which litter the dusty track. Andy Nicolls and Franco Rossi piled into the Nicoll's works Kawasaki, but luckily everyone missed Nicoll himself who escaped with cuts and bruises as he slid along the ground. After that the race for Nicoll was nothing more than a hopeless chase to salvage just five points.

"Normally I could get back to 15th within a couple of laps, but there are only two places where you can pass here," said Nicoll. "At the rate of two a lap the top 10 were long gone by the time I got back into the points."

At the front Geboers kept his cool and refused to be rattled when Michele Magarotto dived by along the wet-weather loop at the top of the track to take the lead and stretch it out after one lap. Claudio DeCarli was the next pass Geboers, who was content to stay out of trouble after being signalled of Nicoll's plight. DeCarli also got past Magarotto for the lead before a lack of conditioning - he has been unable to train for several weeks following a collarbone injury - saw him drop back fast in the second half of the race.

With Magarotto also fading and Geboers not wanting to race in close proximity to any challengers who might accidentally knock him off, a three-man group established itself at the front as Liles, Jacky Vimond and Jeff Leisk broke clear. The race was a tremendous spectacle, but each of the trio was intent on making no mistakes.

"There's only one real line here," said Liles. "When you get off of it then you are in real trouble because your wheels can just go out from under you on the loose stones. I took



Eric Geboers took second overall via a 4-1 tally. The Belgian has a comfortable points lead over Kurt Nicoll, 312-252.

advantage of the tabletop jump to get Vimond by turning tight in the turn before and using rebound to clear it. That win has been a long time coming, but it was worth waiting for; I really enjoyed it."

"Billy made one mistake, that was all, and I thought I was going to pass him but he recovered well and forced me off the line when I chose the wrong line to pass," Vimond said. I was lucky Leisk didn't pass me."

"I made a good start, but I let myself get pushed out onto the loose stones in turn two and it took a couple of laps to get back the places I lost," said Leisk. "Every time I tried to pass Vimond I had to go off line and ended up losing ground. I knew that I would have to settle for third unless Billy or Jacky made a mistake."

Mark Banks and Van der Ven were set to complete the first six until misfortune struck on the last two laps. With the two-lap board in sight, Banks had the heartbreak of having his chain jump off, the third time this year that he had lost a top-six placing in the final two laps.

"With those 38 points I would be fifth in the championship," Banks said. "It is so frustrating."

For Van der Ven it was a flat rear tire on the final lap which dropped him to 12th after he had battled his way through the pack in efficient style.

It was again Geboers who led away in moto two, but DeCarli pushed him back to second on the first lap. DeCarli's lack of stamina hit even earlier this time and by half distance he was back in the pits after almost dropping out of the points.

As a third of the pack went down in two separate incidents in the first two turns, only one other rider got close to Geboers. Leisk, Geboers teammate for the day since he was riding the injured Thorpe's bike, passed the Belgian with a desperate but well thought out move through the first two turns of lap five. Within a lap the two Hondas had passed DeCarli and then Leisk was demoted to the back of the pack.

"My chain flew off at the same place as Banks' in race one," said Leisk. "I got it back on, but later I got a rear flat. I had no chance of points and I didn't want to risk getting hurt so I pulled off."

That left Geboers on his own as Nicoll demoted the fading DeCarli and Jared Smith to take second. Nicoll closed the gap on the leader but Geboers had got too far clear in the first half of the race for Nicoll to be a threat.

However, the question was who would win overall. Of the first race leaders Leisk was gone and for a long time Geboers led the overall as Liles and Vimond battled through from awful starts. Liles was always making the best headway, but Vimond's chances went away completely with a crash after 20 minutes in which he wrenched his troublesome right shoulder.

Liles was not going to let the GP escape his grasp and with 10 minutes to go he wrested third from Smith to ensure the overall honors.

Van der Ven saw a change of luck following a week of disasters in which his camper was burnt out to finish fifth ahead of Banks, who settled for sixth after getting into trouble trying to pass Van der Ven and seeing Liles storm past on his victory march. •

Results

1. Billy Liles (Kaw) 1-3; 2. Eric Geboers (Hon) 4-1; 3. Kurt Nicoll (Kaw) 11-2; 4. Jared Smith (Hon) 8-4; 5. Jacky Vimond (Yam) 2-DNF; 6. Kees Van der Ven (KTM) 12-5; 7. Dirk Geukens (Kaw) 7-10; 8. Jeff Leisk (Hon) 3-DNF; 9. Ismo Vehkonen (Hon) 10-8; 10. Michele Magarotto (Kaw) 5-DNF.

POINT STANDINGS

1. Geboers (312); 2. Nicoll (252); 3. David Thorpe (251); 4. Van der Ven (183); 5. Vimond (149); 6. Kurt Ljungqvist (130); 7. Jacky Martens (120); 8. (TIE) Liles/Mark Banks (113); 10. Vehkonen (101).

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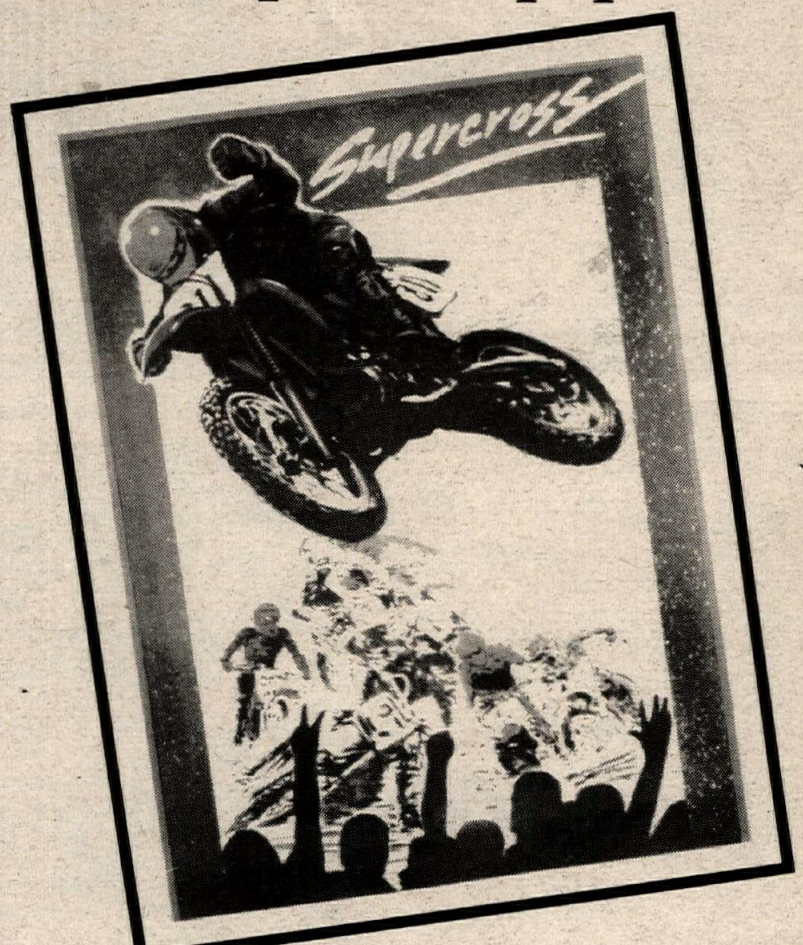

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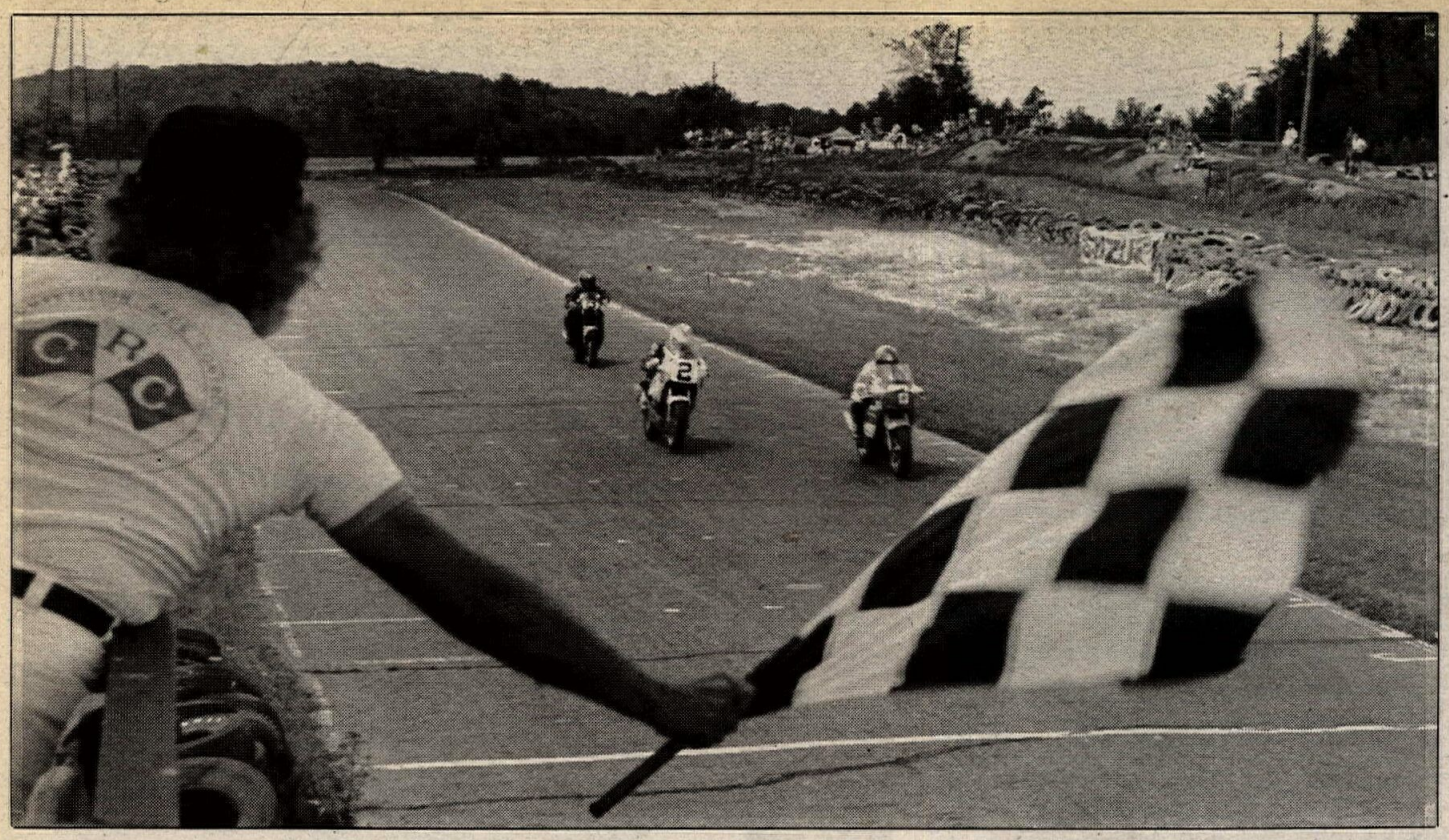
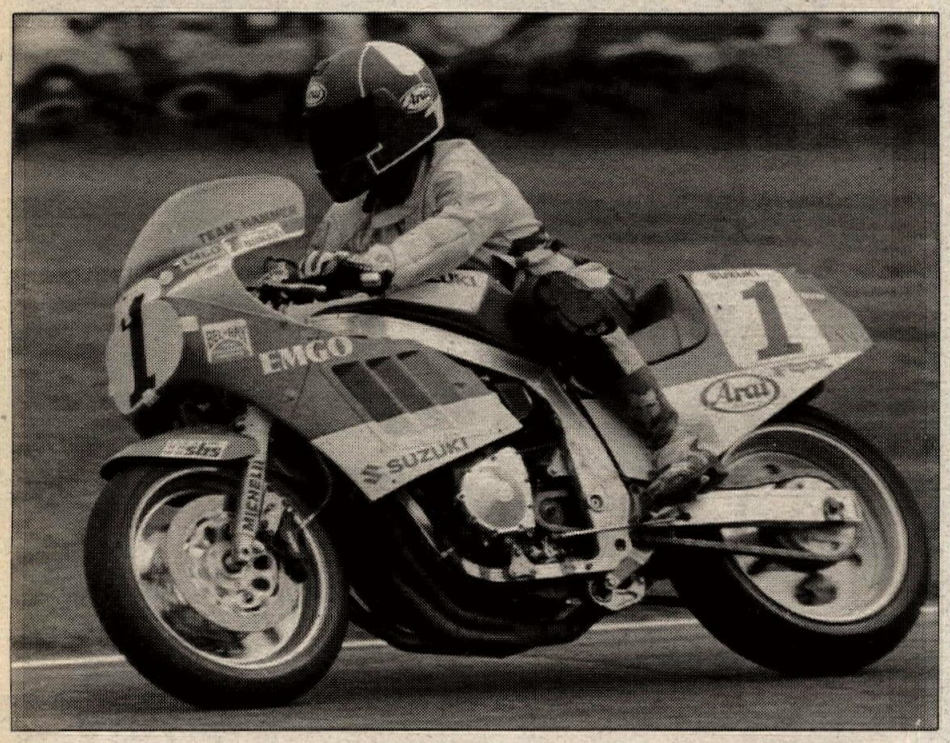


It looked like a close finish, but the Human Race Team (2) was actually one lap behind Team Suzuki (leading).



Team Suzuki claimed the 24-hour race despite having use of only one gear during the final three hours of the event.

WERA Tsubaki/GS Battery National Endurance Road Race Series: Round 8

Team Suzuki nails Nelson 24-Hour

By Larry Bell

GARRETTSVILLE, OH, JULY 30-31

Team Suzuki Endurance turned in a "Hail Mary" performance in winning a twice red-flagged and controversial 20th Annual 24 Hours of Nelson Ledges. Team riders Wes Cooley, Mike Harth, Jamie James and Russell Paulk became one of a handful of teams to score multiple wins in the endurance classic. Their last win came in 1984.

The Team Suzuki Emgo/Arai/SBS/Michelin/Fox Racing/Tsubaki-backed GSXR1100 clicked off 876 laps (1752 miles) on the two-mile track, despite having use of just one gear for the final three hours.

Second was the Human Race Team with Kayo Racing third. Heavyweight Production winner Solmax Racing USA and Hard Core Racing rounded out the top five overall.

Last year's winners, the Human Race Team, finished with 875 laps (1750 miles). Charlie Buse, Andy Fenwick, Ben Martinez and Tim Morrissey rode the Megacycle Cams/Klotz/Fox Racing/Tsubaki-sponsored Yamaha FZR1000. Team captain Dave Zupan finished building the motor at trackside as parts were being shipped in and fitted to the chassis. He started the bike only a half-hour before practice time.

Perennial powerhouse Kayo Racing finished third with 868 laps (1736 miles). Riders Jeff Dean, Mark Heiser, Don Rowe, Tom Sloan, Jim Tribou and captain Ken Welty started the race on DOT 003 Yokohama radials. The Kayo/Yokohama/D.I.D /GS Battery/Arai/Spectro-sponsored team raced on this tire previously without hand grooving and found it to their satisfaction. When heavy rains and lightning forced a red flag in the early hours, Yokohama's Dave Graham was summoned to hand-groove the tires to accommodate the water, Kayo could not switch to full rain tires because a shipment was not scheduled to arrive in time, Welty said. The motor was freshly rebuilt during the week by Bee Johnson.

Solmax Racing USA started its Dunlop/EBC/AGV/NGK/RK-sponsored GSXR1100 on Dunlop K591s before going to radial rain tires when the storms hit. Riders John Eidenberger, Ron Ewerth, Craig Gaver and Kevin Rentzell would later have lighting problems during the early morning darkness when they began blowing taillights and headlights, forcing seven additional pit stops. The team turned 853 laps (1706 miles).

Hard Core Racing rounded out the top five with an exceptionally strong performance in its first-ever 24-hour event. Riding the team's Midwest Action Cycle/Spectro-backed GSXR1100 were Robby Braunschidel, Jeff Harder, Dave Miller, Shawn Nicoloff, Dave Probest and Larry Schwarzbach. They initially challenged the front-running Team Suzuki in the opening hour and were frequently on the same lap. The team suffered a crimped brake line in the early morning, which cost them 18 minutes in the pits and any hope of a higher placing.

The race was almost boycotted by the teams that were present on Friday, after it was learned that several portions of the track had been resurfaced with an asphalt rejuvenator in an effort to repair the deteriorating track surface at a cost less than a total resurfacing job.

The areas of greatest concern were the ground and grooved turns two and 13. Those portions were treated with asphaltic concrete, according to Stan Tumas, Director of Operations of K.A.E. Paving Consultants. The material is composed of liquid asphalt, sand and stone of various sizes.

The track was treated about two weeks before the event and had not had enough time to knead into shape. Many of the bikes' tires were pulling up pebbles and losing traction.

Some riders threatened to walk out, but officials convinced them to practice for several hours and vote. After evening practice, they voted 20 to six in favor of holding the race as planned.

Again in the morning, track officials held a vote and it was nearly unamimous in favor of racing; only the Racing Ottawa and Cycle Speed teams pulled out of the event. Track manager John McGill called in two street-sweeping trucks to clean the track of all residue and Tumas said he would split the cost of the cleaning.

Usually, a good lap for a Heavyweight-class bike is in the 1:15 to 1:18-range. During this race, the top machines were turning laps in the 1:16 to 1:21-range.

A treacherous rain, wind and lightning storm moved through the area shortly after the start of the race at 3:00 p.m., forcing two red flags — the first during the second hour, and the second after 9:00 p.m.

The lightning struck the ground between turns four and seven, injuring two cornerworkers who were rushed to the hospital. They were released and back at the event by the end of the race, according to Competition Race Control.

After the race, a physically- and emotionally-drained Jamie James said that the team was fortunate during the weekend.

"We were lucky," he said. "I didn't know Fenwick was that close. I had to do some wild maneuvers."

Fenwick managed to get that close because of several incidents during the waning hours of the race.

With Team Suzuki leading by only two laps in the 19th and 20th hours, its machine started to blow fuses as James rode the bike. The machine coasted to a stop as it exited the carrousel and James had to install a higher amp fuse. The crew couldn't afford to gamble with downtime.

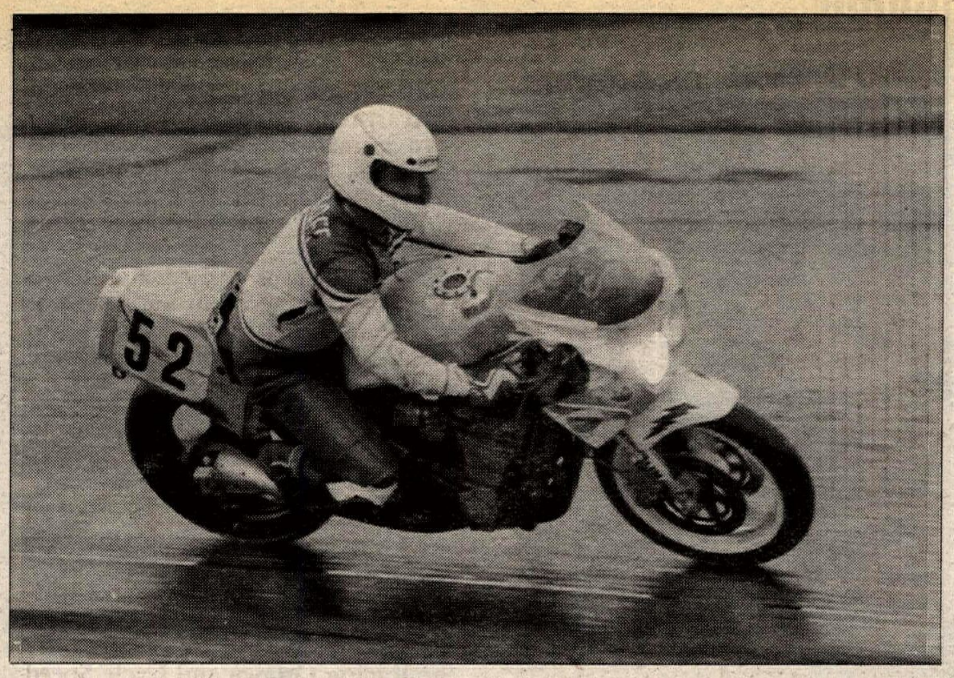
Just before noon, with only a four-lap lead on the Human Race Team, the bike began having shifting problems.

Newly-hired crew chief Butch La Croix said that "maybe a shift fork had broken as a result of a spill Wes Cooley had taken in the night. Only fifth gear is actually useable because sixth bogs the motor too much."

The young James said that he "learned a great deal about keeping cornering speed up and setting new lines by creating a larger arc."

The Human Race Team pulled no punches in its efforts to reel in the troubled leader. Dave Zupan had to put his race motor together in a marathon session during Friday night and had it in the chassis and started for practice early Saturday morning.

The Humans started on DOT Metzelers because they wanted some tread to run with sand being on the track. They figured to go to full racing rains later, if needed. That came about at the first red flag. The flag periods were a boon to some of the teams as it allowed them the luxury of more time to iron things out.



Hard Core Racing and its Suzuki GSXR1100 survived the rain and bad track conditions to finish a strong fifth in its first 24-hour race.

Just before midnight, with his team down only two laps to Team Suzuki, Zupan elected to go with street tires; a Metzeler ME33 Lazer front and an ME1 rear. He reasoned that he could gain time because the Suzuki was still running full rains. His gamble paid off because during the next hour, his team pulled out those two laps to come up even with Suzuki and run even for three of the next four hours, even pulling the lead for an hour by a lap in the 14th hour.

Team Suzuki eventually pulled back to a lap lead in the 15th hour, early Sunday morning. Later the Humans would suffer a battery failure and have to push start the machine, losing 10 to 15 seconds per pit stop.

"We can't afford to spend time to fix it," Zupan said.

Team Suzuki went to full Michelin rain tires during the first red-flag period. It also repaired damage done by James' crash, happening when he exited the carousel as a blast of wind hit him and spun his tail section around.

Because of the weather and slick, single-line track conditions, the racing was tight with Team Suzuki, Team Hard Core and the Human Race Team only two laps apart. A lone Mediumweight Superbike, Heschimura Racing's Honda CBR600 Hurricane crept into the top five and would challenge before succumbing to a displacement disadvantage, finally placing sixth overall and first in its class with 843 laps.

The highly organized crew was headed by Bob Hesch, tuner Keith Marshall and supported by Northgate Honda. They have a history of three overall wins at the 24-hour race. Riders Steve Pinkley, Chris Ross, Chris Thomas and Bill Wilke made no mistakes, even while running street tires — a Dunlop K591 rear and a Metzeler Lazer front.

"We came to finish this one," Hesch said. "We'll be here when the checkered flag falls."

Kayo Racing was turning in consistent, trouble-free rides during the daylight hours but began to lose a little ground during the night because the track was cooling and still wet due to intermittent rain. The tires Kayo was running were a medium-compound on the rear and a hard front tire.

"You have to tiptoe through a couple of spots," Heiser said about the track.

Later, Heiser turned lap times in the 1:17 range, which was four seconds faster than some other riders on his team. Jeff Dean had no practice and first rode in the rain. Heiser, known for his sliding ability, would eventually run out of luck on Sunday when he crashed in some oil, going into turn 13. It was a multi-bike melee that cost the team about nine minutes for repairing the bars, radiator and other items.

Kayo Racing rider Tribou tried to power the team back into contention for the overall with consistent 1:15s shortly before noon, but the group was still about 10 laps off the leader pace.

This period proved crucial for many teams. PDQ Racing had been running its Suzuki 600 Katana as high as fourth overall, only four laps behind Kayo Racing in the 19th hour. But a spun rod bearing cost them two hours and eight minutes in the pits. They pulled the motor from the bike and a mechanic grafted pistons and a top end on a spare bottom end.

"All in the name of points," said rider Keith Wakefield. The other team riders were John Bowles, Steve Cline, Marc Lautzenhiser and Todd Poindexter. They finished 19th.

Solmax Racing saw what the race was going to be like when it pitted under the green flag in the second hour only to see the red flag fly before having a chance to go back out.

Ron Bowen said the team started on Dunlop K591s, then went to radial rain tires.

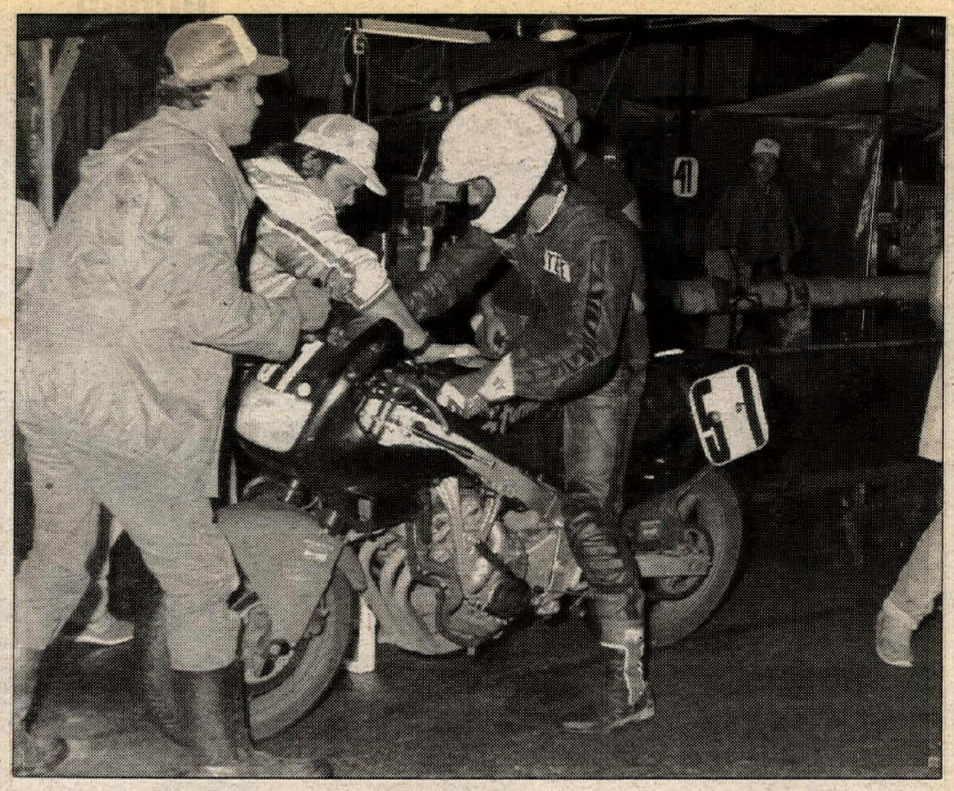
"We went six seconds faster in hour one than we did in practice," Kevin Rentzel said. "We attribute that to cooler temperatures and the track work that was done by the sweepers to make the racing line wider."

The racing line doesn't matter if you can't see it, however. During the night, the big Suzuki began blowing out taillight bulbs, and then the left headlight burned out shortly after the right. Bowen said it cost an extra seven pit stops for the lighting trouble.

Once out of the darkness, the teams began clicking off 1:19 and 1:20 lap times.

The last few hours were the most intense with Team Suzuki, the Humans and Kayo vying for the overall.

Team Suzuki had Jamie James do the bulk of the riding chores during the last two hours with roughly a 20 minute break to cool off from the rising temperatures. Many riders wore ice vests during their rides as it hit the mid-90s. James was hitting lap times in the 1:19:21 range with the one-speed 1100.



Heschimura Racing's Steve Pinkley takes over the controls during a pit stop. The team easily won the Mediumweight Superbike class.

A storm bringing rain and lightning didn't make things easy for riders and pit crews in the late-night hours. The race was red-flagged twice.

Andy Fenwick was assigned the finishing riding chores for the Human Race Team. He began clicking off 1:18 lap times. Going into the final half-hour, only 43 seconds separated the two riders. Fenwick whittled the gap down and when the flag dropped he was only a wheel behind the Team Suzuki machine. James was able to hold him off.

Unknown to Fenwick was the fact that he was actually a lap down.

"My scorers thought I had a plus and then we figured again and we had to go for it," he said. "I had no idea how far down we were."

Fenwick said his team's FZR1000 was the best built bike on the track, despite its lack of test time.

"(Fenwick) was only 30 yards behind me, coming out of the carrousel and I held it wide open," James said. "I tried everything I could not to get caught behind slow traffic. I had to hold the shift lever up to keep it from bouncing out of gear and a couple of times I dragged it in the left-hand turn four."

The only Mediumweight Production machine finishing in the top 10 was Royale Racing's Solmax/Dunlop/Tsubaki/Works Performance-backed Suzuki 600 Katana, taking seventh overall. The team was first in its class at Nelson for the third year in a row. Riders Terry Bailey, Gregg Hansel, Doug Henry and Jim Robertson turned in 843 laps to finish on the same lap as Mediumweight Superbike winner Heschimura Racing.

"We wanted to run a steady race," Bailey said. "We figured on one-and-a-half hours between pit stops. We wanted to minimize the crashes and pit stops. Out of seven races so far, we have five firsts and two seconds."

Red Stripe Racing put a lock on the Lightweight class with its Wheels for Fun/Yamaha/Metzeler/Kal-Gard/Permatex/Shoei/Interstate Auto Supply-backed Yamaha FZR400 by finishing ninth overall. Riders Woody Deatherage, Don Fielder, Brent Schuster, Frank Slaughter and Mike Sturdevant finished with 819 laps.

At one point the team was running fourth overall before a crash by Sturdevant sent them plummeting to 26th place.

"We made up all our time at night by running in the 1:19, 1:23 range," Sturdevant said. •

Results

O/A: 1. Team Suzuki Endurance (Suz); 2. Human Race Team (Yam); 3. Kayo Racing (Yam); 4. Solmax Racing USA (Suz); 5. Hard Core Racing (Suz); 6. Heschimura Racing (Hon); 7. Royale Racing (Suz); 8. Team Northern B-Team (Yam); 9. Red Stripe Racing (Yam); 10. Badger Racing (Yam).

H/W S/BK: 1. Team Suzuki Endurance (Suz); 2. Human Race Team (Yam); 3. Kayo Racing (Yam); 4. Hard Core Racing (Suz); 5. Badger Racing (Yam).

H/W PROD: 1. Solmax Racing USA (Suz); 2. Team Northern B-Team (Yam); 3. TBA (Suz).

M/W S/BK: 1. Heschimura Racing (Hon); 2. Rochester Road Racers (Yam); 3. JF Racing (Kaw); 4. Gad Zooks! (Suz); 5. PDQ Racing (Suz).

M/W PROD: 1. Royale Racing (Suz); 2. Action Suzuki Racing (Suz); 3. Coon Island Racing (Yam); 4. Team MSSR (Suz); 5. Re-Cycle Racing (Hon).

L/W: 1. Red Stripe Racing (Yam); 2. CIA (Yam); 3. Laid Back Racing (Yam); 4. Terror Racing (Yam); 5. SOB (Hon).

O/A POINT STANDINGS: 1. Solmax Racing USA (804.37); 2. Team Suzuki Endurance (750.94); 3. Human Race Team (728.78); 4. Hard Core Racing (663.47); 5. Kayo Racing (661.89); 6. Royale Racing (654.35); 7. PDQ Racing (519.39); 8. CIA (476.11); 9. Terror Racing (450.40); 10. Badger Racing (450.30).

The 1989 Suzuki RM250 features low routing of the exhaust pipe, an upside down Kayaba fork, full case-reed induction system and new fenders.

First Look

1989 Suzuki RMs

A new exhuast pipe, swingarm and forks are some of the new items found on the RM125. Carburetion got the fine-tooth comb treatment.

The biggest change to the RM80 is to the motor. It now has a full case-reed induction as well as an exhaust power-valve.

Once again American Suzuki is sticking to its three bike field of MXers for 1989 — the RM80, 125 and 250. Of the three, the 250 is the most changed but does share some of its new features with the 125.

One of the biggest changes to the RM250 is the low routing of the exhaust pipe, similar to Honda's design on the 1988 CR250. The 125's pipe, however, is routed at a semi verticle angle next to the motor rather than running straight up and back. Bigger aluminum silencers are used on all the RMs.

The 250's cylinder has porting changes as well as refinements to the power-valve. The biggest change to the motor is a new full case-reed valve induction system, combined with a refined TMX Mikuni carburetor, which is designed for better throttle response off the bottom. The 125 received the same treatment.

The air filter element and airbox on the 250 is larger, and the airbox has a new design, with an addition of a deflector to help keep dirt from falling into the box.

Changes to the frame on the 250 include a switch from a steel rear removable sub-frame section to aluminum, and a stronger front downtube. The strengthening of the front downtube was required to accept the swap from 43mm conventional Kayaba forks to bigger upside down Kayabas. The sturdier more rigid upside down fork puts more strain on the downtube since there is less give with the upside down forks. The stronger fork and frame is designed to give the RM more rigidity.

The upside down Kayabas feature both external rebound and compression damping adjustments.

Suzuki, however, opted not to run the upside down fork on the 125, instead, Suzuki stuck with a larger 46mm (up from 43mm) conventional Kayaba fork with the cartridge design.

The biggest change to the rear suspension on the RM125 and 250 is the switch from steel to aluminum linkages to reduce weight. The linkage ratios have been slightly altered as well.

The swingarm on both the 125 and 250 is all new, featuring easier-to-use chain adjusters, and indentations to keep the axle from spinning while loosening or tightening the axle nut.

Both front and rear disc brakes have been modified on both the 125 and 250. The front brakes have larger diameter discs and softer pads, and the rear disc brakes feature larger master cylinders, calipers and discs. The bigger rear brake setup is designed to be more progressive and less effected by heat.

The tires that will come stock on the 250 and 80 will be Bridgestones, while the 125 will come with Dunlops.

The RM80 features two big changes to the motor, and that's the addition of a power-valve and a new case-reed induction system. A piston-port induction system was used last year.

Because of the increased power, Suzuki added one more fiber and steel clutch plate. Strength was also added to the transmission's shift fork shaft and bearing supported gear shift cam.

The biggest change to the 80's suspension is the switch from 33mm fork tubes to 35mm, and the shock now has external compression and rebound damping adjustments.

The 1989 RMs should be available in the fall, but prices are not yet available. •

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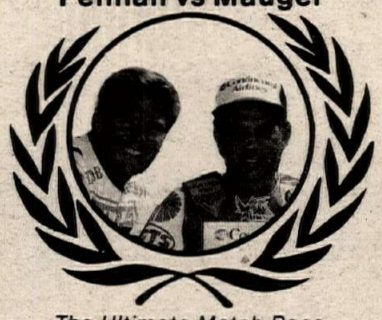

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USA Randy Green — Half-Mile Specialist

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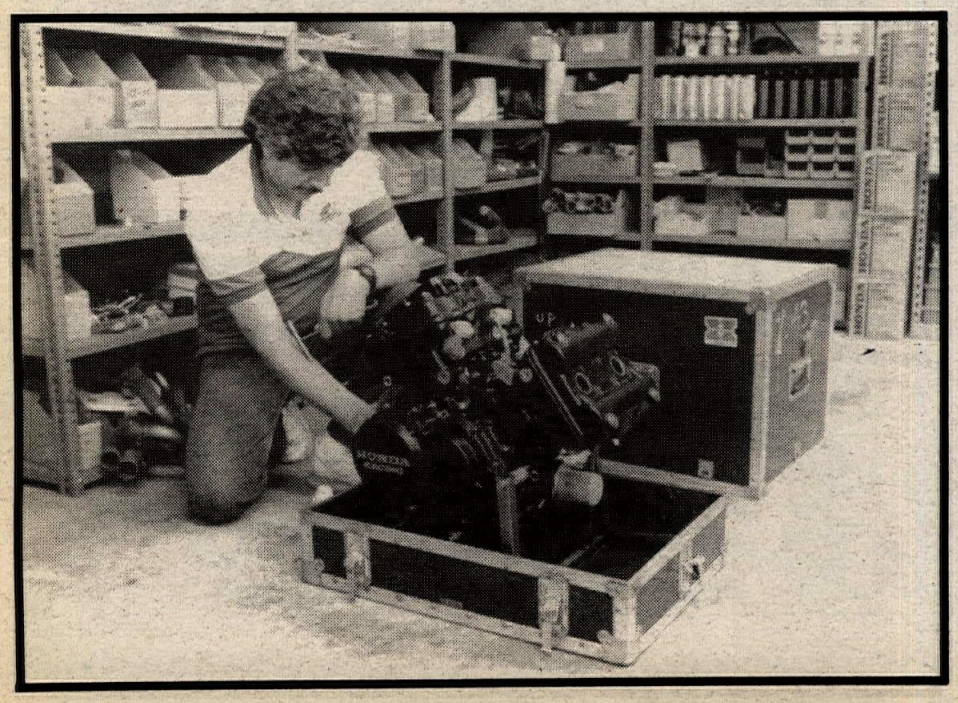
VERSUS

USA's Harlem Warlord

Return to the Inner Sanctum

Inside Honda's Indy race shop

Mike Velasco gets ready to pull an engine out of a special shipping case that logs many miles between Indianapolis and California.



By Bert Shepard

Five years ago *Cycle News* visited Honda's Indianapolis race shop which at the time served as the eastern headquarters of the Japanese manufacturer's dirt track team.

The team was managed by former Grand National Champion Gene Romero, and the factory pilots were Mike Kidd, Hank Scott and Terry Poovey. Mechanics Dan Maurel, Dennis Jones, Dave Bird and Jerry Griffith prepped the bikes.

Clearance for that 1983 visit came from the then head of HRC, Mr. Kazuka. Personnel changes have occured up and down the line at Honda since that last visit and the occupants of the Indy building now are tuners Skip Eaken and Mike Velasco. Approval for our visit this summer came from the boss of the Bubba Shobert Racing Team — Bubba Shobert.

One thing has not changed — just as in 1983, the only result of what goes on in the Indy facility must be winning.

"I'd like to win every race, every time we unload the truck," said tuner Eaken. "We have three goals for this year: one, win the Camel Pro title; two, collect the Grand National Championship; and three, take the Superbike title. Any other records that might be broken or tied (Jay Springsteen's 40 National victories and Carroll Resweber's four Grand National Championship titles) will just happen; they are not goals."

Eaken has been with Honda since 1984 and makes up a third of the Honda-backed Bubba Shobert Racing Team.

Following each race, the bike(s) raced over the weekend are completely disassembled and every part and piece is inspected.

(Above and below) Velasco and Skip Eaken share the duties when it comes time to reassemble the bikes for the following weekend's race.

Mike Velasco has been with Honda a bit longer. "I started in 1979 with a number of road racers, including Freddie Spencer." said Velasco.

Another team member, engine builder Ray Plumb, is based in California. He started with Honda in 1978 when he was involved in the manufacturer's enduro effort.

Eaken, Velasco and Plumb were handpicked by Shobert. Mutual respect and admiration are apparent. "I do not think many people know what a good businessman Bubba is," said Eaken. "He put this whole thing together himself and keeps it working. One of Bubba's strong points is communication, on and off the track. We have been together long enough that I can tell what the dirt track bike is doing by watching it. I don't think people realize how fast Bubba has learned to road race. He has come a long way from Atlanta 1987 to Atlanta 1988. In 1987 he struggled to race mid-pack at Road Atlanta. A year later he is the winner."

"The Match Races in England were really good for Bubba," added Velasco. "Any time you can race as many times in that short a span of time is good. Bubba is always previewing and thinking. While I was working on the road racer in England Bub was napping in the shipping crate. Every so often he would pop up and say something about gearing or some other change that needed to be made. He would then drift off again."

This year's visit to the Indy facility took place the Tuesday after the Camel Pro Series race at Louisville, Kentucky. "Louisville and Ascot are the two most difficult races for us; we have never won either one. I set up the bike for the cushion this year and the (Louisville) track grooved. I thought that they were going to condition the surface after every heat and semi like they did last year. But we only lost three points to (Scott) Parker," said Eakin. (Steve Morehead won the Louisville Half Mile, Parker was sixth and Shobert ninth.)

After a weekend race the week's activities follow a more or less set schedule, according to Eaken and Velasco.

Monday: "We clean out the truck and completely disassemble the bike."

Tuesday and Wednesday: "We inspect every part and piece and reassemble the bike. If things need to be fabricated, painted or machined, that is relatively easy because of where we are located. We can get almost anything done within 100-yards of our front door and I usually ride my bicycle to the shops on our street," said Velasco.

"Last year we changed engines after every event, but we are now a little more budget conscious and they might stay around for as many as two or three races," said Eaken. "We check three things here after every race. We inspect the sump, replace the clutch, and go over the valves. We have four RS750 engines in rotation with Ray. The engines are the same as the ones brought out in 1984. The only real changes are the ones due to AMA's restrictions. Our only DNF in four and a half years was at San Jose with a broken rear cylinder exhaust rocker arm. They have been redesigned since then."

Don Estep has been racing Shobert-backed Hondas this year. "The Donnie Estep effort is completely separate from Bubba's. Bubba owns the one Estep engine (American Honda owns Shobert's equipment), and we do all of the work on that engine here at Indy" said Eaken.

"The VFR750 (road race) engine is bullet proof," said Velasco. "We only took one bike and one engine to the Match Races. The only weak point is the clutch; they are only good for about three full-bore starts. One thing I like to do is to keep one bike as a constant baseline. We make changes to the other. I have done this since I worked with Freddie. Bubba has a contract with Michelin for the road racer. The rear tires are radials and the front are bias ply at the moment. The radial fronts will be along shortly."

"A few years ago Michelin sent us some rain tires to try on the dirt tracker," interjected Eaken, "but now the AMA has gone to the 19-inch wheel restriction and they (Michelin) are no longer interested. No one makes a 19-inch D.O.T. tire anymore. I think the AMA is afraid of technology."

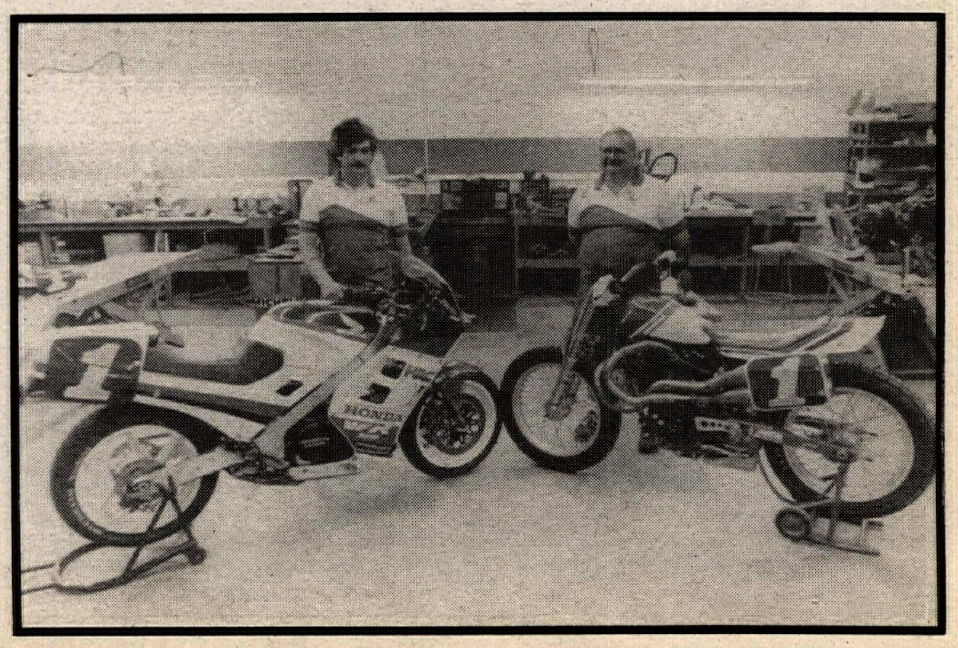
Thursday: "We order parts and maybe get in some golf; sometimes we do and sometimes we do not!"

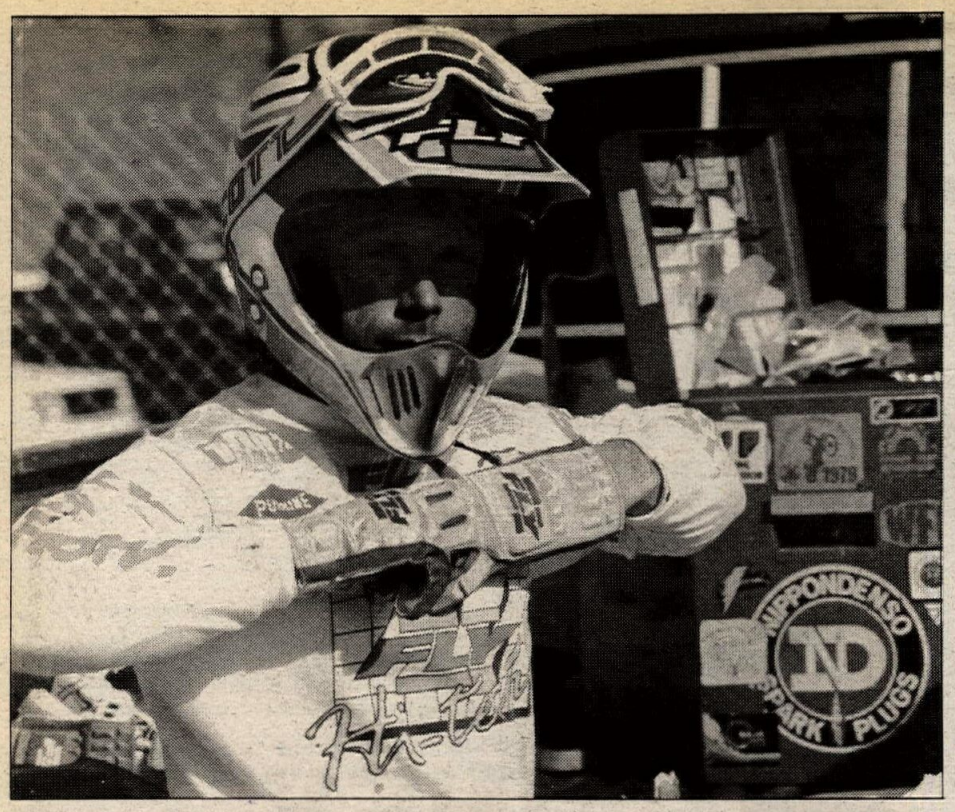
Friday: "We load up and reorganize the truck (a 1985 Ford box van with over 100,000 miles on the odometer), wash the bugs off the windshield, and drive off."

When asked about next year and the rumored road race possiblities in Europe, Eaken and Velasco's combined answer was, "Who knows? Ask the boss."

We would have, but the boss was out playing golf. •

With Shobert contesting both road race and dirt track series this year, Velasco and Eaken tend to both VFR750 and RS750 Hondas.





So you want a sponsor?

By Dede Escribier

"I'm fast, I'm trick, and I could sure use the help."

Unfortunately, that is a thought shared by almost everyone you have ever lined up beside on the starting line. So, if you seriously want to seek and get sponsorship in some form, you are going to have to work at it. Stardom of any kind is not instantaneous. Behind every "over-night success" are hours, weeks, even years of effort and occasional disappointments.

Before you apply

To sell yourself to any potential sponsor you need to stand out from the crowd. The first and most obvious thing to do is race, finish, and finish well. Wins are important and so are top finishers. Keep a record of where and when you race, how you finish and who your competition was. This is going to be useful when you start composing your resume. Also, if you include information about your equipment setup you will find this diary to be helpful in improving your performance at individual track on return visits.

Keep copies of any of your race successes that are printed in newspapers, magazines or other publications. You will use these to compile a list of media coverage to include in your resume.(A side benefit of all this preparation is that when you are old and gray and trying to impress your grandchildren you will have proof!)

Off-track appearances are important. Remember that the racing community is small and communication is good. In other words, there are no secrets. At Any Track, USA you are seen by someone who is in touch to some degree with potential sponsors. You need to be sure you are always making a positive impression.

Look like a winner in the pits. Your equipment should always be clean and well maintained. Keep it clean before, during and after competition. Arrive at the races with your equipment ready to race. Set up a defined pit area so that you can find tools, parts, and anything else you know you might need. (A sun canopy is a good way to define a pit and is a comfort besides.) This will perhaps involve more unloading and loading but the ease of working will make it worth the effort. Not having the last minute panics may even win you a race now and then. Also, there is a certain psychological advantage to sharp looking equipment and a composed race effort.

Dress for success. All your riding gear should be clean and nice appearing. Your helmet and gloves should always be ready to go and your shields clean. Never leave that for last minute and ruin your image of composure.

Your resume

Yes, terrible as it may sound, you need to make a written report. If you are serious about asking a sponsor for assistance, make your pitch in writing. Remember, you are not the only one requesting assistance. Even if you talk to a representative of the company at the races, don't take "sounds good" as any kind of commitment.

Don't write a novel. You want to give pertinent information to a very busy individual. Even though you have a lot of interesting history like how cute you were on your JR50, stick to your current racing career. The sponsor is interested in you now. A brief personal profile which contains personal data like height, weight, occupation, current equipment, current sponsors and a short "pitch" about drive or special talents is appropriate. Do not list your personal need for financial assistance as a reason for them to help you. A sponsor gives sponsorship on the basis of what you can do to assist him, not as a charitable donation.

Now is the time to use all that data you have been accumulating. Give a concise listing of races, championships, and/or titles won. List the number of races attended in a season and the region covered. Accompany this with a summary of top finishes. A potential sponsor wants to know that you have been out there racing and doing well. He wants someone who will represent his product favorably in front of a large number of potential customers. Since his primary interest is the exposure he will receive from you, include your plans for the future. As accurately as possible, project your race schedule for the current season, including races you will attend and championships which you will be actively pursuing.

The second way the sponsor gets exposure is through the media, so he is interested in how much coverage you have gotten so far. Now is the time to summarize all those clippings and pictures you have been saving. If there are several, a listing of publications and dates makes a nice addition to a resume. Make the decision on sending actual copies based on the extent of the coverage. If you do send copies, use a highlighter to make your name or coverage. Remember again that you are talking to busy people who do not have the time or inclination to read things through stacks of clippings.

Send pictures of your equipment. The sponsor wants to see a sample of the equipment that will carry his name. Action shots are nice but be sure to include at least one still so he can see in detail the quality you display. Be sure that the equipment is in top shape when the photos are shot.

If you have already obtained some sponsorship, make this known. If you have a current sponsor who conflicts with the one you are currently approaching, address this conflict. (Are you severing relationship?)

The presentation

Unfortunately there is no hard and fast rule dictating resume format. The number of pages, summaries, pictures and clippings obviously depend on how much material you have to send. It is better to work with what you have than to wait another three months for one more picture or article and miss out completely. There are some guidelines that you might consider.

Whatever information you have must be presented in a neat and orderly fashion. *Typed,* no exceptions. Make it easy to read by using headlines, lists, and/or summaries. Be professional and serious. Even though you want to have an attention-getting resume you do not want it to be bizarre. Action jump shots are okay — you and your honey hugging your bike are not. Use quality paper, clear typing, mounted photos, and reprints that fit on 8½" x 11" paper. A folder or cover makes your resume stand out. Use a standard size so that is it easy for the sponsor to keep and file your information. Make sure your name, address and phone number are in a prominent location. Put your name on every page in case the materials should get separated.

Be concise but don't make your resume too short. You are making a statement about yourself. Don't let it get lost on a desk somewhere. I have seen stacks of resumes that were complete on one sheet of paper, folded in thirds and mailed to a potential sponsor. They had unfortunately found a home with the junk mail!

Your resume should arrive on the sponsor's desk in an 8½" x 11" envelope so that it is not folded. Whether it is hand delivered or mailed *make sure the sponsor's company name is correct and properly spelled* even if you have to call and ask. You never get a second chance to make a good first impression!

After a week or 10 days follow your resume up with a phone call to assure that it was received and to answer any questions the sponsor may have.

Being sponsored

There are a variety of sponsorships. You may be offered a support ride which may mean simply that you will be getting a discount on products provided by that sponsor. You may be offered a sponsorship which gives you a limited amount of product at no charge or one that gives you a virtually unlimited amount of product. Another type of sponsorship gives you product and/or cash to finance your racing program. Some sponsors, like a fast food chain, may offer only cash because you don't use their product on your bike. Eventually you may advance to a "factory ride" in which you are paid to ride and the equipment, travel, and maintenance are provided. The more financially rewarding the sponsorship the fewer there are available. Chances of starting at the top are slim — get used to it.

The most common first sponsor is that often times over-looked backbone of racing — your local dealer. Even though he is not the stranger from afar, it is necessary to give him all the same sponsor courtesies. Be prompt in keeping him informed. Actively support his dealership. Do not take undo advantage of his support or his shop facilities. Treating this first sponsor right is not only good training, but will gain you excellent recommendations for more sponsors. The road to manufacturer sponsorships is often more easily traveled when you have the help of your local dealer.

Remember sponsors are not doing this simply because you are a good kid. You owe them something in return. The obvious is that they would like to see you winning, getting lots of good media exposure, and promoting their product. These are rather general requests but there are specific things that you can do. Many of these will be spelled out in detail with a contract. Some are considered common knowledge and to disregard them is to greatly lessen your chances of getting additional sponsorships or even renewal of the existing one.

The "great sticker game" now changes. Remember when you got your first bike? It was covered with stickers so that it would look just like the experts in print. You may even be guilty of running stickers for unknown products just because you got your hands on the sticker. No more. These stickers now have real meaning and messages. Sponsors will vie for the best spots on your machine. The more the support, the better the sticker location and the more square inches of your bikes are used. If you are a sponsored rider, non-sponsors do not get a sticker location. The exception to this is a race sanctioning body or a contingency program that does not conflict with any of your existing sponsors.

Talk to your sponsor about his preferred sticker location. *Never* run

without his stickers. Be sure you have extras so that a damaged one may be replaced. Keep the stickers clean. This is important because you never know when photos are being shot and you owe the sponsor good coverage whenever the opportunity presents itself. Most sponsors also want to see their name on your helmet and/or riding gear.

Your pit area too should be easily sponsor identifiable. Stickers on tool boxes and tow vehicles, banners and T-shirts are all easy methods of promotion. Again be very careful of non-sponsor or, worse yet, competitive brands promotion. This may mean cleaning and restickering your van windows and your traveling tool box and temporarily putting your favorite jacket at the back of the closet. That's the price of being a star!

Mention your sponsor whenever the opportunity presents itself. Listen to the "good ole boys" of stock car racing. They can't get near a microphone without naming their sponsors and thanking everyone associated with their effort — not a bad idea. Sponsors are the backbone of racing. Give them all the credit they deserve.

Keep your sponsors informed as the season progresses. Set up a schedule in advance and stick to it. A monthly newsletter is effective. Give your sponsor(s) a written report of what is happening with your racing program regardless of how successful you have been. Include where you have raced, how you finished, who was in attendance. If you have gotten media coverage, include copies. Also, tell them about any past or upcoming promotional activities.

When you score a big victory, call your sponsor Monday morning and tell them. This is very important and accomplishes two things. It gives you an opportunity to thank him for his help and also gives him a chance to include you in an immediate "win ad" or press-release. Good sponsor communication will lead to good relationships and further assistance.

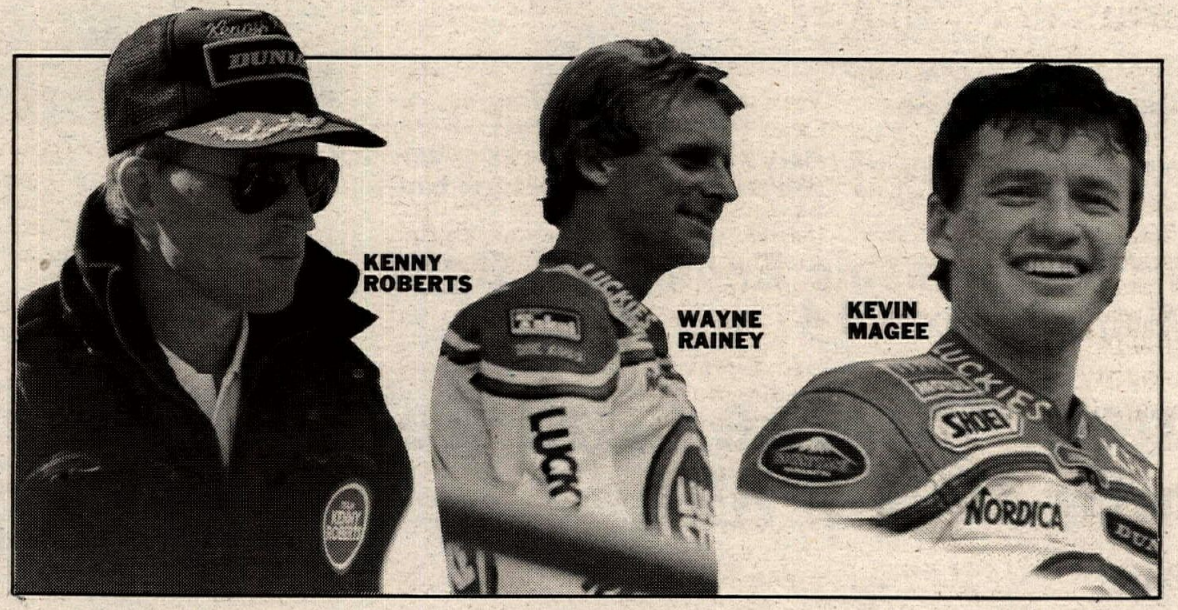
Besides advertising and publicity exposure, many sponsors have another, perhaps more important reason to sponsor riders. They need to constantly R & D (research and develop) their products. You are an excellent test bed. Because you are using the product under extreme conditions, any defects in materials or design will show more readily. Always report any problems directly to the sponsor. Give as much detail as you can and perhaps even possible cures. Keep in mind that they are the experts. Don't try to become the engineer. Never discuss the problems with other riders or manufacturers. You and the sponsor are a team. This relationship takes priority over trying to be the first with pit gossip. If you can develop the ability to know what is happening with your machine you are entering another whole field of endeaver — the good test rider. The sponsor may want to examine a faulty product, even oil, so keep everything in case it is needed later. The days of throwing tantrums must be behind you — be professional.

The sport

Racing grows as sponsorship continues. Treating sponsors with fairness and respect will do as much to further your sport as any single thing you can do. Every sponsor-rider relationship is unique and rules change. This article can only provide guidelines for you to consider.

Sponsors take sponsorship seriously — so should you. Good luck and safe racing! •

DUNLOP
CONGRATULATES
TEAM ROBERTS
AND
RIDERS . . .
WAYNE RAINEY
AND
KEVIN MAGEE
for their victory at the World Championship
Road Race Endurance Race held in Suzuka, Japan



RACE NOTES

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Endurance Road Racing Championship
Suzuka, Japan 8-Hour July 31, 1988
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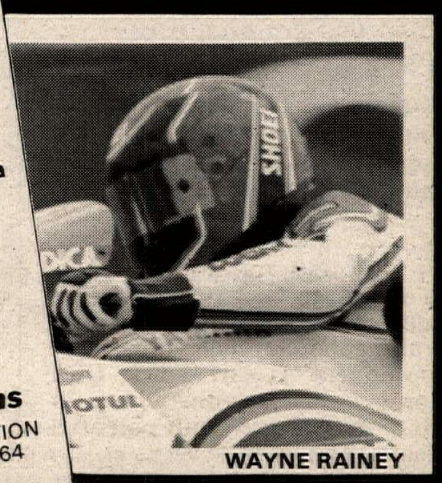


FILE PHOTO

Kenny Roberts (center) brought GP riders Kevin Magee (left) and Wayne Rainey (right) to Suzuka, giving Yamaha its second-straight win there. Defending World Champion Wayne Gardner and Niall Mackenzie battled for the lead until their works Honda machine broke near the halfway point.

World Championship Endurance Road Race Series: Round 4

Rainey, Magee humble Honda at Suzuka

By Kel Edge

SUZUKA, JAPAN, JULY 31

Team Lucky Strike Roberts' Grand Prix teammates Wayne Rainey and Kevin Magee won the Suzuka Eight Hours after a thrilling battle with the works Hondas, Kawasakis and Suzukis.

The Lucky Strike duo completed 202 laps, just one more than American runnerups Team Pepsi Suzuki GP star Kevin Schwantz and AMA Superbike points leader Doug Polen, riding a Yoshimura-tuned Suzuki. In third place were French endurance racing veterans Pierre Samin and Adrien Morillas on their Godier-Genoud Kawasaki ZXR7. The race took place in front of 160,000 sun-drenched fans.

Honda was humbled on their home circuit for the second year in a row by their main enemy on the GP scene, Yamaha, despite bringing in defending World Champion Wayne Gardner and Niall Mackenzie to ride HRC machinery. There were effectively six works Hondas, but not even Gardner's riding could match the Rainey/Magee pairing. The win was Magee's second consecutive (he won last year while teamed with Martin Wimmer) in Japan's most important road race - a tremendous boost to his confidence in a Grand Prix season that has not gone so well recently.

At the end of the first hotly-contested hour, Gardner led from Rainey, followed by Australians Michael Dowson, Rob Phillis, Michael Doohan and Japan's S. Miyazaki. The lead was short-lived and within a few laps of the changeover, the HRC GP riders were third behind new leader Magee and second-place Dowson.

At half race-distance the pace was still fast and furious and Gardner and Mackenzie had pulled up to second place. In third position was Schwantz and Polen, riding superbly after a poor tire choice at the start. The Rothmans-Honda France entry of Alex Viera and Christopher Bouheben had eased into fifth just ahead of Kork Ballington and Phillis on the factory Kawasaki. Samin and Morillas' Kawasaki managed to hold off the challenge of fellow countrymen, Herve Moineau and Thierry Crine, on the Minolta Suzuki.

It was not to be for Gardner and Honda, though. They were forced to retire after completing just 96 laps with a suspected connecting rod bearing breakage.

From then on, Rainey and Magee never looked to be in real trouble despite pressure from Tadahiko Taira and Doohan on the Tech 21 Yamaha. Also in close attendance were Schwantz and Polen, with Samin and Morillas trying desperately to force a rostrum place.

Luck was on their side, for with less than 20 minutes to go, Taira's bike came to a halt out on the circuit. This moved Samin and Morillas up to third, still in front of Moineau and Crine on the Suzuki. Takahiro Sohwa and K. Tada were fifth on another factory Kawasaki ZXR7, followed by Ballington and Phillis on the Kawasaki, and then the first Honda home, that of M. Taguchi and S. Ito. Dowson and K. Machii brought their YZF Yamaha home eighth, in front of Taira and Doohan.

As usual, the large crowd charged onto the track as the checkered flag was waved, making it impossible to see if Taira's bike did actually cross the line in the prescribed time. Nevertheless, Taira and Doohan were credited with ninth place.

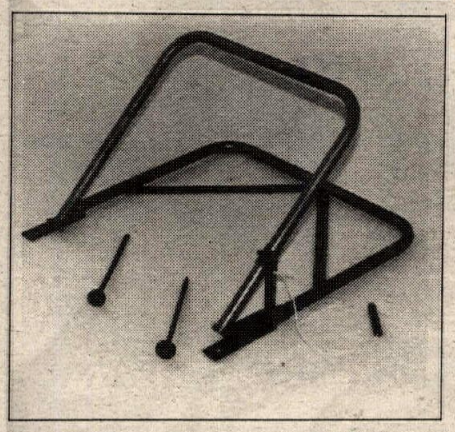
Next-best finish by an American, behind Rainey and the Schwantz/Polen pairing, was World Superbike contender and former three-time AMA Superbike Champion Fred Merkel who teamed with Italian Virginio Ferrari on a Honda RC30 to finish 16th. American Grand National Champion Bubba Shobert was paired with 250cc U.S.GP sensation Jimmy Filice on an RVF750, but finished 39th, 46 laps behind the winners. Other American finishers included Dale Quarterly (23rd), Kerry Bryant and Rich Oliver (29th) Doug Chandler (35th) and Doug Brauneck (36th).

Canadian girl racers Kathleen Coburn and Toni Sharpless completed just 134 laps, while WERA Endurance Series front-runners Kurt Hall of the Human Race Team and Scott Russell of Solmax Racing USA turned just 128. ●

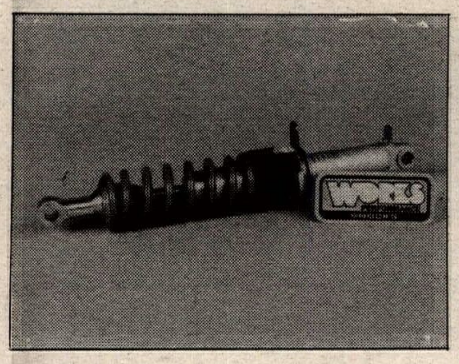
Results

1. Wayne Rainey/Kevin Magee (Yam); 2. Kevin Schwantz/Doug Polen (Suz); 3. Pierre Samin/Adrien Morillas (Kaw); 4. Herve Moineau/Thierry Crine (Suz); 5. Takahiro Sohwa/K. Tada (Kaw); 6. Kork Ballington/Rob Phillis (Kaw); 7. M. Taguchi/S. Ito (Hon); 8. Michael Dowson/K. Machii (Yam); 9. Tadahiko Taira/Michael Doohan (Yam); 10. M. Saitoh/M. Watanabe (Yam); 11. Alex Viera/Christopher Bouheben (Hon); 12. Richard Hubin/Michel Simul (Kaw); 13. N. Abe/T. Oshima (Hon); 14. K. Kozono/S. Hagiwara (Hon); 15. T. Yokoi/Y. Inoue (Hon).

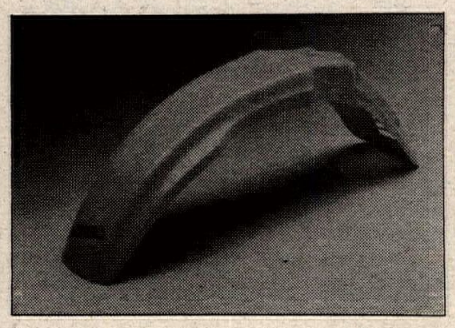
new products



The Scratchmaster practice starting gate is designed to improve your chances of grabbing holeshots. It is modeled after AMA-approved, backward falling gates and features a release mechanism that allows the gate to drop at the pull of a rope. The gate comes with all necessary parts, including anchoring posts. For more information, contact Vince Warren Enterprises, Box 2058, Dept. CN, Carlsbad, CA 92008, 619/756-0672.



The Steel Tracker shock from Works Performance is a gas-charged emulsion design claimed to provide fade-free performance and improved handling for track and street riding. The shock's damping and spring rates are set up to individual rider taste at the time of order. They are available for middleweight sport bikes such as the Kawasaki Ninja 250, EX500 and GPz550, Suzuki's GS550, and Yamaha's 550 Vision and Virago. Other applications are available. The suggested retail price is $224.95 (with a single-rate spring), $249.95 (with dual-rate springs and ARS load adjustment) and $279.95 (for triple-rate springs and a remote reservoir). For more information, contact Works Performance Products, Dept. CN, 8730 Shirley Ave., Northridge, CA 91324, 818/701-1010.



Acerbis says their new Mini-Baja front fender for minicycles combines maximum mud and spray protection with style and good looks, just like their full-size MX fenders. The Mini-Baja comes in white, red-orange, green and yellow for the suggested retail price of $16.50. For more information, contact Bill Berroth at Acerbis Plastica USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071, 619/562-1440. •

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NATIONAL MOTOCROSS FINALE

1988 SCHEDULE OF EVENTS

THURSDAY AUGUST 25th
Meet Team Honda & Kawasaki at Portland International Raceway
5 pm - 6 pm

FRIDAY AUGUST 26th
6pm-9pm- Amateur sign-up at track. Overnight Camping available.

SATURDAY AUGUST 27th
Amateur Day:
6am-8:30am sign-up, 8:30 am practice
Pro sign-up at Mark 205 Motor Inn

SUNDAY AUGUST 28th
7am Spectator Gates Open
9am-12pm Pro practice and qualifying
1pm Washougal 125/500 National MX
Followed by the Semi-Annual National Mechanics Race.

Camping $5.00 Per Vehicle • Parking $2.00
★No Bottles★

INFORMATION

TICKETS
Saturday $8.00 • Sunday $12.00
AMATEUR RACE FEE
$15.00 Pre-Entry • $20.00 Post Entry
ALL CLASSES
(Beg, Jr., Int., Pro-Am, Womens)

Send Pre-Entries and Ticket Requests to:
Washougal Motocross
1381 SE. Magnolia Dr. Roseburg, OR 97470

Ralph Huffman
1-503-672-4179 1-503-673-1671
Bob Leach
1-503-928-4474
Brian Barnes
1-206-695-9221

DIRECTIONS
From Portland, take Hwy. 14 East to Washougal. From Washougal, take Hwy. 140 East 6½ miles to Hughes Road, turn left on Hughes, go 1 mile to Borin Road, turn right on Borin Road, follow signs to the track.

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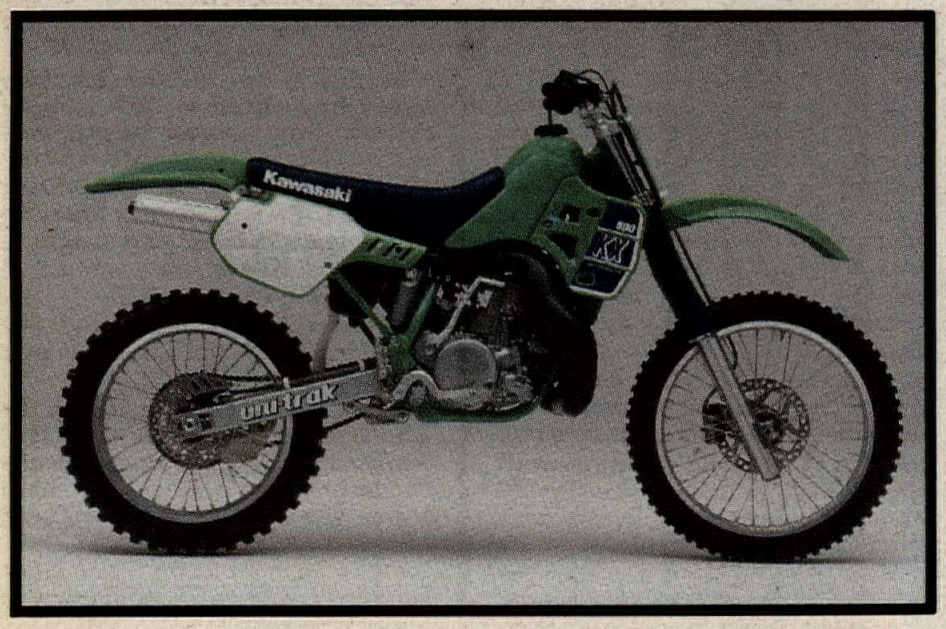
The KDX200 is based on the KX125. It features a new frame, a water-cooled motor, disc brakes and bottom linkage Uni-Trak rear suspension.



(Above) A power-valve (KIPS) has been added to the new KX500. (Below) The KX125, as well as the 250 and 500, features a 19-inch rear wheel, bigger disc brakes and new seat padding.

New Bikes: 1989 Kawasaki Dirt Bikes

Refined KXs; redesigned KDX

By Kit Palmer

Kawasaki Motor Corporation will release a full lineup of Kawasaki off-road motorcycles for 1989, including five KX motocrossers and one enduro model, the all-new KDX200.

Obviously, the biggest news from Kawasaki is the radically changed KDX200 which, in the past, has been one of Kawasaki's best selling off-road models. For 1989 the KDX is completely new from the ground up.

Over the years, the KDX has seen only modest changes since its inception back in 1982, when it was developed with the weekend trail rider and part-time enduro competitor in mind. Now the KDX looks and is serious.

The 1989 KDX is based on the Kawasaki KX125 and 250cc motocrossers, and hardly anything has been carried over from last year's air-cooled KDX. The new KDX features a water-cooled motor inside a KX frame, with front and rear disc brakes, the same ones used on the KX models.

The motor features the Kawasaki Integrated Power-Valve System, six-petal epoxy resin reed valve, a Keihin PWK35 crescent-slide carburetor and an Electro-Fusion aluminum cylinder.

The frame is basically the same as the 1987 KX125 with a semi-double-cradle mainframe made of lightweight high-tensile steel with a bolt-on steel rear left section.

Suspension on the new KDX is, again, similar to the KX125 with the bottom link Uni-Trak system and a Kayaba piggyback reservoir shock. The swingarm, however, is built strictly for the KDX, containing the quick-release rear wheel design and snail-cam chain adjusters.

The front fork features 16-way external rebound damping adjustments.

To make the KDX enduro ready, it comes with some of the necessary hardware such as plastic hand guards, a U.S. Forestry-approved aluminum silencer with a spark arrester, a heavy flywheel, large fuel tank, head and tail lights, tapered rear fender and an odometer. The odometer, however, is different from

The KX125, 250 (above) and 500 were originally going to come with upside down forks, but they will come with bigger 46mm standard forks instead.

traditional electronic digital analogue type — it's now a mechanical odometer/trip meter.

None of the KXs are as radically changed as the KDX200, but they do feature enough refinements to keep things interesting. Starting with the tiddler of the family, Kawasaki is again offering the small-bore KX80 in two versions — the standard size KX80 (L2) and the "big wheel" KX80 (N2). Besides the different size wheels, the two models are otherwise the same and feature the same changes.

The cylinder porting on the KX80 has been reworked, and the water-cooling system has been redesigned to accept more water capacity. This has been achieved by adding an extra radiator core and increasing the radiator width by 12.5mm. And to top things off, an aluminum die casting is used in the rubber reed valve holder to avoid distortion due to engine heat.

The clutch has been beefed up by installing judder springs, similar to those used in the KX125. They have been added to eliminate abnormal clutch noise in quick starts.

The rest of the changes to the KX80 have been minor, such as adding an extra mounting spring to the aluminum muffler; a "window" in the airbox; strengthening of the main transmission bearing, and modifying the outer fork tube and main spring of the fork to prevent bottoming.

The KX125 doesn't feature any earth-shattering new developments, but it does boast a 19-inch (rather than 18 inch) rear wheel, as does the 250 and 500.

Motor-wise, the 125 features modifications that Kawasaki says improve power throughout the complete range of the powerband. These modifications include changes to the exhaust port and valves of the KIPS; a revised cylinder head with reduced compression; a redesigned expansion chamber and improved air flow to the carburetor.

The only noteworthy changes to the KX's frame include going to an aluminum steering stem and redesigned front and rear hubs. The 250 and 500 feature the same changes.

Up front in the suspension department, Kawasaki was going to mount upside down forks on the KX125, 250 and 500, but in a last-minute decision, Kawasaski felt it was best to stick with the standard telescopic fork design, and increase the fork's rigidity by switching from 43mm sliders to 46mm sliders. Kawasaki felt the upside down fork needed more work and dialing before going into production. However, this decision only affects Kawasakis imported into the U.S. and Canada. All the rest will sport the upside down forks. The 250 and 500, like the 125, will come with 46mm forks.

The front disc brakes on the KX125, 250 and 500 will now feature dual-piston arrangements with 3mm-thicker stainless steel discs and thicker brake pads.

Other changes to the 125 include stronger clutch springs and a denser and more durable foam rubber seat padding, as does the 250 and 500.

Modifications to the KX250's motor were aimed towards gaining better low-end and mid-range performance out of the water-cooled engine. Changes to the motor include KIPS refinements, lowering of the main exhaust port height, a redesigned exhaust pipe and a new digital ignition.

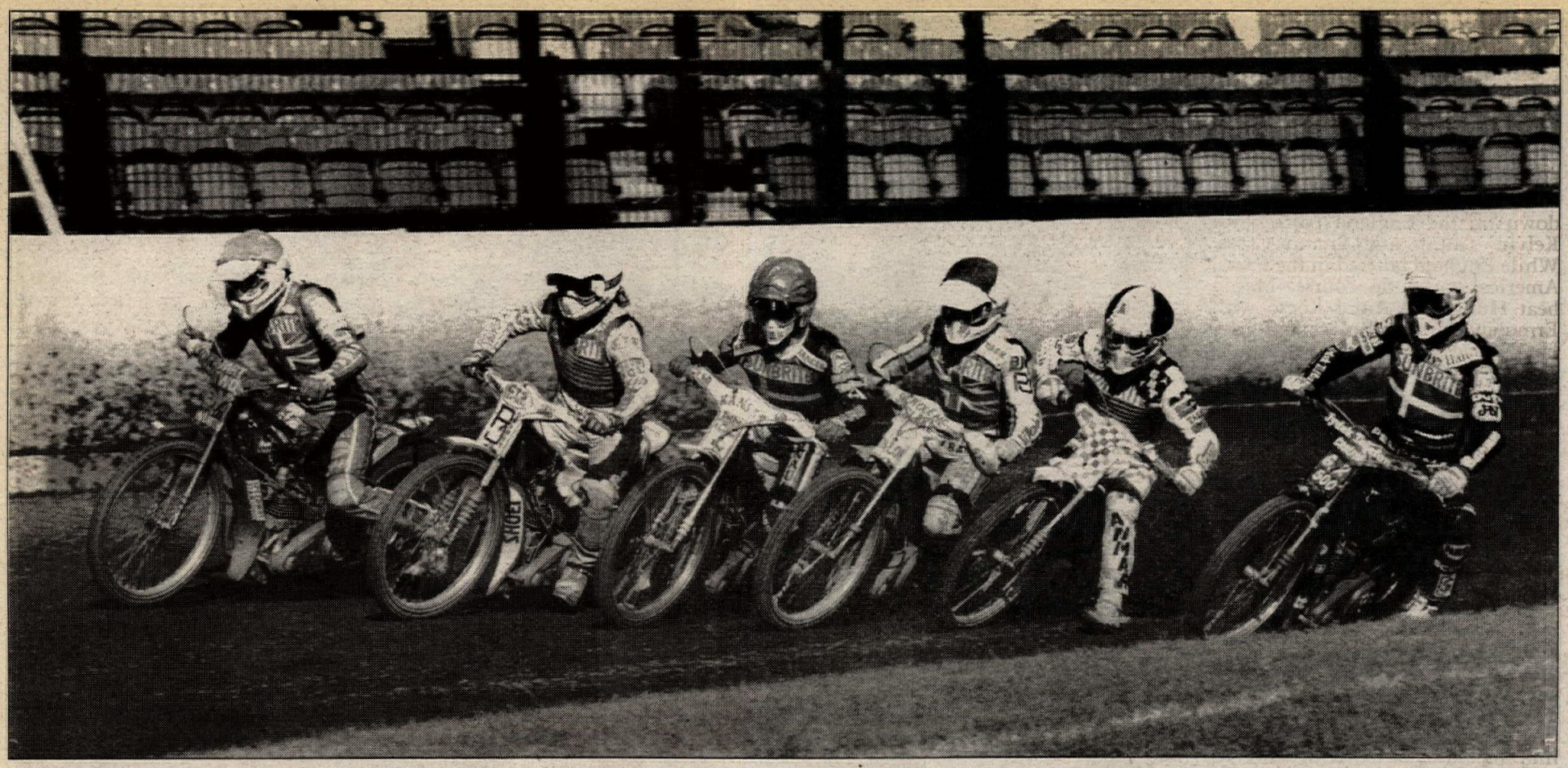
The gas tank is slimmer, and, like the 125 and 500, the seat has denser padding.

The most noteable change to the KX500 is the addition of the KIPS, while continuing to incorporate the decompression release. To help reduce vibration, the crank has been relocated for better balance.

Other changes to the 500 include stronger transmission shafts and a longer silencer.

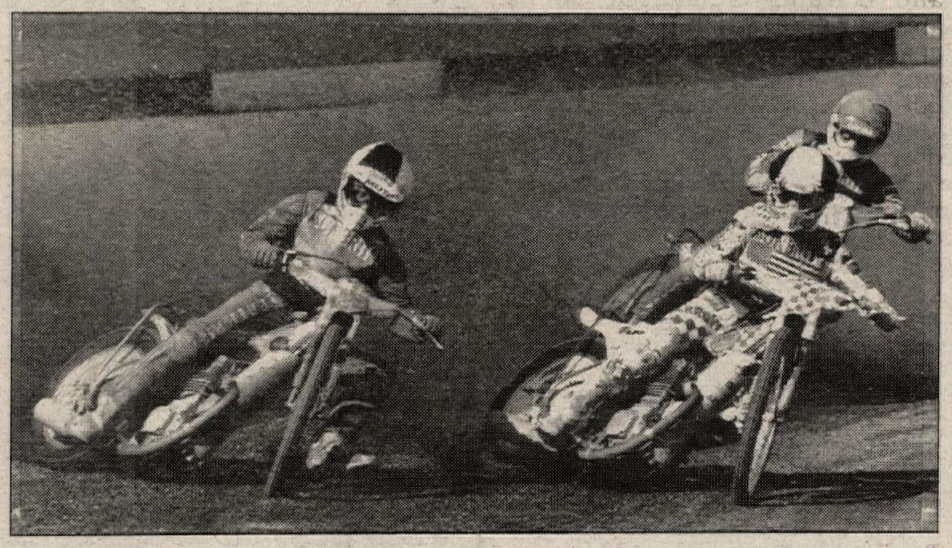
The KXs and the KDX should be released in the fall. •

Kawasaki will offer the KX80 (left) in two versions. The KDX200 (right) reverted to a mechanical analogue odometer/tripmeter.



The final race had (left to right) Kelvin Tatum, Sam Ermolenko, Erik Gundersen, Simon Cross, Shawn Moran and Hans Nielsen dicing.

Americans Moran (14) and Ermolenko (13) led Valentino Furlanetto (2), Piotr Swist (8) and Armando Castagna in the fourth race.



Moran dives underneath Sweden's Jimmy Nilsen, while England's Tatum watches closely from behind.

The winning Denmark team — Hans Nielsen (left) and Erik Gundersen. Second place went to England followed by the U.S.

World Speedway Pairs Final

Danes claim third straight win

By John Hipkiss

BRADFORD, ENGLAND, JULY 31

Sam Ermolenko shouldered the responsibility for America's failure in the nine-nation World Pairs Final where the USA team could not improve on last year's third placing behind the reigning champions Denmark and host country England.

The 27-year-old rider from Maywood, California, who rode as partner to Shawn Moran — and is the only American to be in the Individual World Final in Denmark next month — blamed himself for their defeat after twice dropping valuable points in the early qualifying heats.

He was looking good in his first race when he hit a rut and was almost thrown out of the saddle. He recovered well but could finish only fifth for one point. The American pairings bounced back to take full points from their next race when Ermolenko won with Moran safely tucked in behind. But then came disaster when Sudden Sam changed his gears for the third heat and again trailed home in fifth spot.

"I made a hash of that one," admitted Ermolenko. "I chose the wrong gearing completely and I just did not have the speed.

"Had it not been for those two mistakes we could have been in the

lead after the qualifying heats. Shawn was doing his part, riding consistently and picking up four points from each of his rides, but those slips of mine were costly. It was very disappointing."

Despite Ermolenko's mistakes, the USA went into the semi-finals ahead of Denmark and only three points down on the England pairings of Kelvin Tatum and Simon Cross. While England faltered in the semis, America stayed on course. Moran beat Hungarian Antal Kocso with Ermolenko in third place and England's lead was cut to two points, setting the scene for a thriller final.

Denmark's team of World Champion Hans Nielsen and former title holder Erik Gundersen had struggled in the early heats. Gundersen picked up only eight points out of a possible 20. But they had pulled themselves together, taking first and second in their semi, and were there on the same points as the USA, lining up in the final.

England's two-point advantage meant nothing when it was announced they were drawn in the outside lanes while Denmark had the advantage of the inside positions. The title was virtually decided at the first bend with Nielsen hugging the line and Gundersen driving through the middle, taking out Ermolenko and Tatum. Gundersen swept around the turn to join his partner and make sure of the title for the third year running, the first time any partnership has done the hat trick since the competition was introduced in 1970.

The rest were left to sort out the minor placings and America's chance of finishing as runners-up ended on the home straight when Cross charged through to grab three vital points for England while Moran was looking for his partner.

"That did not bother me," said Ermolenko. "I don't see any advantage in finishing second. We wanted to win and I'm sure we could have made it if I had not dropped those early points."

The six-man starts on the tight Bradford track caused problems for the riders. Especially those unlucky enough to have the outside lanes.

"When you get six world-class riders charging wheel to wheel into the first turn as we did in the final, the riders on the outside just have nowhere to go," Ermolenko said. "You can't even race, it's simply a matter of who can cheat best at the starting gate."

While Ermolenko mourned his luck, the Danes were delighted with their success, the fourth win in four years for Denmark. Gundersen, who struggled in opening rounds, finished with two wins when they counted most.

He discounted claims from the England team that as leaders they should have had the choice of starting positions, although he agreed that six-man races on a track as narrow as Bradford meant the first bend was too much of a gamble.

"It was hard luck on England being drawn on the outside, but that's how things go in these championships," Gundersen said. "Although we lost points in the early heats, we were always in with a chance of pulling them back and things worked out right for us in the end." •

Results

1. Denmark 45 (Hans Nielsen 27, Erik Gundersen 18); 2. England 41 (Kelvin Tatum 21, Simon Cross 20); 3. USA 39 (Shawn Moran 23, Sam Ermolenko 26); 4. New Zealand 32 (Mitch Shirra 24, Alan Rivett 8); 5. Sweden 29 (Jimmy Nilsen 17, Per Jonsson 12); 6. Hungary 25 (Antal Kocso 15, Zoltan Adorjan 10); 7. Italy 21 (Armando Castagna 17, Valentino Furlanetto 4); 8. West Germany 21 (Gerd Riss 17, Tommy Dunker 4); 9. Poland 17 (Piotr Swist 9, Roman Jankowski 8).

TSUBAKI

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Mid Ohio, OH — Aug. 7
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• 2nd PTW/M CRAIG SHAMBAUGH/FBF
*Special Congratulations to BUBBA SHOBERT new Superbike Points Leader

■ AMA 600 National Championship
Ashland, OH — Aug. 6
• 1st CHRIS CARR/H-D
• 2nd STEVE ASELTINE/H-D

■ WERA Tsubaki/GS Endurance RR
Pocono, PA — Aug. 6
• 1st O/A HUMAN RACE TEAM
• 1st M/S JIM WILLIAMS RACING
• 1st M/P ROYALE RACING

■ AMA Camel Pro National RR
Laguna-Seca, CA — July 9-10
• 1st SB BUBBA SHOBERT/Team Honda
• 1st Pro TW PETE JOHNSON/FBF

■ WERA Tsubaki/GS 6 Hr. RR
St. Louis Int'l Raceway, IL — July 16
• 1st O/A HUMAN RACE TEAM
• 2nd O/A HARD CORE RACING
• 3rd O/A TEAM SUZUKI ENDURANCE
• 1st M/S PDQ RACING
• 1st M/P ROYALE RACING
• 1st L/W TERROR RACING

■ AMA Grand Nat'l Half Mile
Parkersburg, WV — July 16
• 1st CHRIS CARR/H-D
• 2nd BUBBA SHOBERT/Team Honda
• 4th BRIAN ATHERTON/Perry's H-D

■ AMA Nat'l Hare Scramble
Walden, CO — July 10
• 1st O/A FRITZ KADLEC/Yamaha
• 1st OPA TONY HENDON/ATK
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■ AHRMA Historic Cup Series #6
Monterey, CA — July 9
• 1st Premier 500 PETE JOHNSON/FBF

■ AMA Grand Nat'l Camel Pro Championship
Duquoin, IL — July 24
• 1st BUBBA SHOBERT/Team Honda
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• 3rd CHRIS CARR/H-D
*1st Camel Challenge & New One Lap Mile Dirt Track Oval Record . . . . BUBBA SHOBERT *

■ Drag Bike USA
Motor City Raceway, NY — July 30
• 1st FB TOMMY BOLTON
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■ AMA Nat'l Championship Enduro #5
Del Norte, CO — July 17
• 1st O/A FRITZ KADLEC/Yamaha

■ MTGP Off-Road Championship Ultrcross
Los Angeles Coliseum, CA — July 16
• 1st 250 Pro TYSON VOHLAND/Team Green
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■ WERA Tsubaki/GS 24 Hr. Endurance RR
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• 1st O/A TEAM SUZUKI
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■ AMA 600 Nat'l Championship
Parkersburg, WV — July 15
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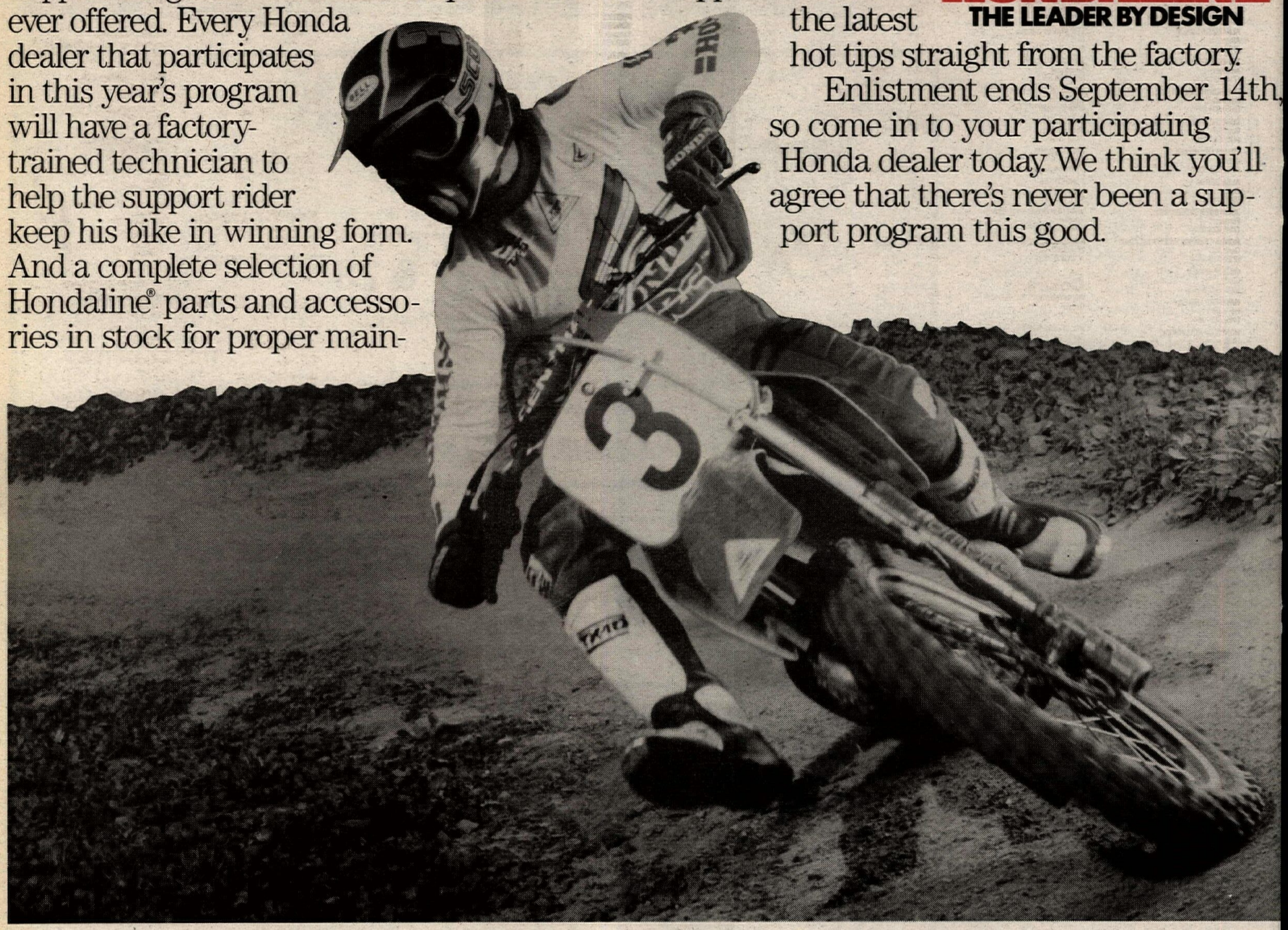

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PHOTO BY R.C. JONES

Dave Faria Jr. (leading) won the Coors Invitational Championship in Napa, California, beating Jim Sisemore, who finished third.

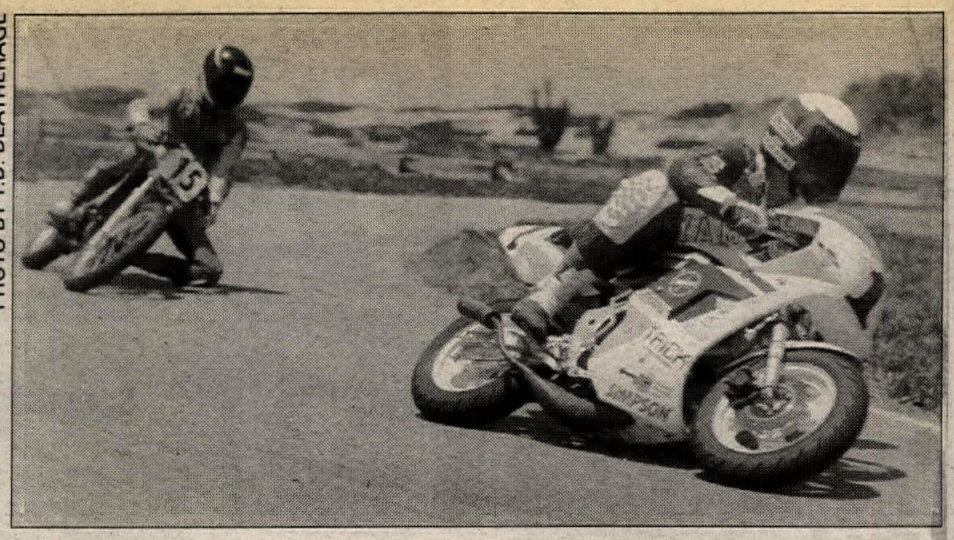

PHOTO BY T.D. DEATHERAGE

Heavyweight Expert division winner John VanKeeken leads Middleweight expert winner Don Canet in the 80cc Exotic class in Oxnard.

PHOTO BY FRANK HARRISON

Chris Carr won the Pro class event at the Sapulpa Short Track.

Harrison hauls at Oxnard Mini RR

By T.D. Deatherage

OXNARD, CA, JULY 24

Riding against a strong field of riders in the 50cc Lightweight Beginner class, Matt Harrison collected first place finishes in both motos at the Kal-Gard/Croakies-sponsored, SRE-promoted race. Putting in a strong showing for the girls in the same class, Lisa Peterson netted a 3-2 tally for second overall ahead of Yuichi Furukawa.

Some of the best racing of the day took place in the 50cc Middleweight Modified Expert class where Mark McDonald stood tough to collect the class win. Ken Peters rode his YSR50 to a 3-2 score for second overall while strong contender Steve George had problems keeping a new set of tires on the pavement and had to settle for third overall with 6-3 motc finishes.

Jim Cicero battled it out with Chris Taylor all day to land first place in the Middleweight Modified Novice competition. Taylor had to settled for second ahead of Ben Williams.

In the spectator-pleasing 80cc Exotic class, three separate classes were run together. Tim Tillman rode a Honda 80-based bike to his class win. Yokohama Tires/Top Flight Racing/Amsoil/Trick Fuel/JR Hess/T&O Yamaha-sponsored John VanKeeken won in the Heavyweight Expert "Bruiser" class. Mounted aboard a screaming Kawasaki KX80, SLO City Cycles/Shoei/Fox Racing-backed Don Canet reeled in the Middleweight Modified Expert competition.

Results

50 STK BEG: 1. Matt Harrison (Yam); 2. Lisa Peterson (Yam); 3. Yuichi Furukawa (Yam); 4. Nivaldo Lopes (Yam); 5. Ellen Taylor (Hon).

50 MOD BEG: 1. E.T. Samson (Yam); 2. Kevin Senior (Yam).

50 MOD NOV: 1. Gary Garner (Yam).

50 MOD EX: 1. Henry Rodarts (Yam); 2. Dennis Horton (Yam).

50 M/W MOD BEG: 1. Fred Baracco (Yam); 2. John Benavente (Yam); 3. Randy Ross (Yam); 4. Kevin Cunningham (Yam); 5. Attila Kernacs (Yam).

50 M/W MOD NOV: 1. Jim Cicero (Yam); 2. Chris Taylor (Yam); 3. Ben Williams (Yam); 4. Ritchie Thorup (Hon).

50 M/W MOD EX: 1. Mark McDonald (Yam); 2. Ken Peters (Yam); 3. Steve George (Yam); 4. Thomas Petrus (Yam); 5. David Trager (Yam).

50 H/W STK BEG: 1. Robert Gallo (Yam).

50 H/W MOD BEG: 1. Sean Taylor (Yam).

50 H/W MOD NOV: 1. Mike Flint (Yam).

80 EXOTIC MOD M/W NOV: 1. Tim Tillman (Hon).

80 EXOTIC MOD M/W EX: 1. Don Canet (Kaw).

80 EXOTIC MOD H/W EX: 1. John VanKeeken (Yam).

Faria fast at Napa Speedway

By R.C. Jones

NAPA, CA, JULY 30

Dave Faria Jr., sponsored by Richmond Yamaha-BMW/Truman Bailey and Frank Diaz, won the Coors Invitational Championship with an evening of perfect rides, receiving the maximum of 15 points. Following in second with 14 points was Mike Delacy and third went to Jim Sisemore with 13 points.

Faria has been on the comeback trail after an injury kept him out of speedway for two years. For the past two seasons Faria has worked to get his skills back in top form, and tonight's rides let everyone know that Faria is back. Faria was the only rider to move into the last round with a perfect score as the other top riders had their problems early.

Sisemore and Ingels could only muster seconds in the first round as both riders coming from the outside gates found little traction on the dry track. Robert Curry, Delacy, and John Houston Jr. along with Faria picked up first round wins. In round two Houston beat Ingels in a thriller while Faria, Delacy and Sisemore were winners. Round three went pretty smooth as Faria really cranked it up, with Delacy, Sisemore and Ingels winning as Houston dropped a point back behind Delacy in their heat.

In round four the excitement started. In the first heat Houston gated poorly finding himself behind Steve Martin and Harland Bast Jr. as they headed down the back chute. Houston rallied and went flying around the narrow Napa track passing first Bast then during the last lap Martin, from the outside cushion in a remarkable run to the front. Scott Yarbrough won his first race in the next heat and Faria received his 12th point in his fourth win in the following heat. Delacy dropped his first point in this heat by losing to Faria as a great battle ensued for the four laps. Faria was in the groove, riding either inside or outside, winning handily.

At the end of round four, Ingels broke the tape and was disqualified, dropping him out of contention. In the last round, Curry picked up his second win, and Parsons won his race in the first two heats. Delacy, escorted by Ingels, won his heat and waited to see how Faria did in the final.

It took three starts to finish the last race, and on every gate Faria took the lead from his pole position and went on to win convincingly over Sisemore. Sisemore fell on the first try and had to ride Ingels' bike on the restart. Houston was knocked over the high side in the second start, injuring his wrist enough that he could not continue. When the dust cleared though it was Faria with a perfect night, three great starts in the last race and a deserving trophy to the winner.

Results

C'SHIP: 1. Dave Faria Jr. (Wes) 15 pts; 2. Mike Delacy (Gdn) 14; 3. Jim Sisemore (Wes) 13; 4. John Houston Jr. (Wes) 11; 5. Robert Curry (Wes) 10.

D-2: 1. Joe Kelly (Jaw); 2. Steve Orlandi (Wes); 3. Bill Zirkle (Wes); 4. Mark Squadrito (Jaw).

Carr cops Sapulpa ST

By Frank Harrison

SAPULPA, OK, JULY 31

Harley-Davidson factory rider Chris Carr set a blistering pace on his way to victory in the $5000 2nd Annual Miller Mid-America Short Track. After getting off the line in third, Carr passed early-leader Ronnie Jones for good late in the race. Jones finished second and Terry Poovey was third.

Promoter Emmett Hahn capped a successful racing doubleheader that was enhanced by the presence of long-time announcer Jack Miller who came to the event from Florida, and AMA starters Don Bargman and Mike Sheridan from Illinois. With dirt track racing veterans Norm and Phil McDonald serving as advisors, the weekend's racing was expected to be first rate, and it was. The 20-race short track program took place in front of a packed grandstand and was over at 10:30 p.m.

Pro qualifying heats were won by Scott Adams, Kris Kiser, Poovey, Jones and Carr, with the subsequent semis going to Bart Schmulbach and Greg Teague. The first semi saw misfortune strike Steve Morehead, who had made the long trek to Sapulpa from his home in Ohio. Morehead, who was on a borrowed bike, was sidelined for the night when his mount suffered a broken rod.

Jones repeated his previous night's victory in the Dash for Cash, being followed home by Carr, Poovey, Kiser and Adams.

Main event time saw Poovey pull the holeshot and lead the field into turn one, but by the end of the second lap Carr was in front, with Poovey, Jones, Kiser, Adams and Schmulbach right behind him.

Jones soon took over the lead and at the halfway point the order was Jones, Carr and Poovey who were having a battle royale, and Kiser. Back in the pack Sammy Potter was on the move and he'd eventually finish fifth.

Carr regained the lead from Jones and by the 16th lap he had a comfortable lead over Jones, who had a full turn lead over Poovey, Kiser, Schumlbach and Potter.

When the starter waved the white flag signifying the next to last lap, the 19th, everything had settled down except the Harley fans in the stands and when the checkered flag came out they greeted winner Carr with a thunderous round of applause.

Results

PRO: 1. Chris Carr (H-D); 2. Ronnie Jones (Hon); 3. Terry Poovey (Hon); 4. Kris Kiser; 5. Sammy Potter.

80: 1. Billy Kennedy (Kaw); 2. Scott Stevens (Kaw); 3. Marc Williams; 4. Tim Case; 5. Billy McLaughlin.

125: 1. Ricky Walker (Yam); 2. Brandon Hancock (Hon); 3. Phillip Lash (Hon); 4. Shane Duke (Hon); 5. Billy McLaughlin (Kaw).

250: 1. Danny Billings (Rtx); 2. James Brockway; 3. Tye Howard (Hon).

OPEN: 1. Joe Moffat (Yam); 2. Bill Snyder (Hon); 3. Denny Sowders (Rtx); 4. Tom Haas (Yam).

OVER 30: 1. Danny Cartwright; 2. David Burleigh; 3. Johnny Issacs.

Sapulpa TT to Adams

By Frank Harrison

SAPULPA, OK, JULY 30

Scott Adams rode his Phil McDonald-tuned, Bell Helmets-sponsored Harley-Davidson to victory in the $5000 2nd Annual Miller Mid-America Championship TT at Creek County Speedway. Fellow Oklahoman Ronnie Jones finished second with Hawaii's Kris Kiser taking third.

Promoter Emmett Hahn presented a perfectly-prepared clay TT track to the competitors. Utilizing portions of the speedway's short track oval, the TT course featured a hairpin turn into the infield at the oval's first turn, then an infield jump, and then a dogleg turn back onto turns three and four of the oval.

The Pro heats were won by Chris Carr, Terry Poovey, Adams and Jones, with semi-final races being won by Billy Herndon and Kiser.

Prior to the Pro main a Dash for Cash was run. The race featured a different twist in that the winner would draw a ticket after the race and

PHOTO BY FRANK HARRISON

Scott Adams easily won the Pro class event at the Sapulpa TT. Ronnie Jones claimed second.

the lucky ticket holder would share the purse with the racer. Jones, Poovey, Carr and Adams stormed into the hairpin turn and first out was Jones with Poovey and Carr taking the jump right behind him. Carr went wide in the dogleg and Adams moved into third, but as Poovey was closing the gap on Jones, Carr repassed Adams and the finishing order was set. Poovey pressured Jones right down to the finish, but came up inches short. Jones then drew the winning spectator's ticket and he and the spectator split $518.

The Pro main required four starts as the first three attempts resulted in spills in turn one. Once underway for good, Adams, as he had done in the previous starts, took the lead over Jones and the field, minus Carr and Poovey who were left in turn one dusting themselves off.

Adams stayed in front for the entire 20-lap race but the action behind him was furious. Jones had to hold off continuous pressure from Kiser to take second. Meanwhile, Carr was charging up through the pack following his spill. The Harley-Davidson factory rider moved up eight places in five laps and by lap 12 he had moved into fourth place. Carr's charge ran out of time and the finishing order was Adams, Jones, Kiser and Carr.

A special feature of the evening was an "Over 30" Senior class race that was won by veteran dirt tracker Johnny Issacs over former Oklahoma State Champion Danny Cartwright. Gary Case finished third.

Results

PRO: 1. Scott Adams; 2. Ronnie Jones; 3. Kris Kiser; 4. Cliff Carr; 5. David Copeland.

80: 1. Marc Williams; 2. Scott Stevens; 3. Tim Case; 4. Jason Tyer.

125: 1. Ricky Walker (Yam); 2. Phillip Lash (Yam); 3. Brandon Hancock (Hon).

OPEN: 1. Ricky Walker (Yam); 2. Michael Dillon (Hon); 3. Geary Slover (Hon); 4. Danny Billings (Rtx).

OVER 30: 1. Johnny Issacs; 2. Danny Cartwright; 3. Gary Case.

Pestana powers at Argyll Park MX

By Janice Brignoli

DIXON, CA, JULY 17

At round three of the Northern California Summer Series, Jeff Pestana took control in moto one of the 250cc Pro race and never let go.

Russ Scott, in spite of a bad start,

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PHOTO BY GARY CRIDER

Damon Bradshaw (68) claimed the 250cc Pro class at Muddy Creek Raceway while Sean Dukes (426) finished second over Dennis Hawthorne.

challenged the pack and went on to place second with Clayton Blood holding third.

Moto two found Beau Magly getting the gate, followed closely by Jimmy Robertson, Blood, Pestana and Scott. Scott quickly moved into the lead. Roles reversed, and Pestana challenged Scott for three laps, then powered on by for the win and the overall. Scott was second and Robertson third.

The 125cc Intermediates did a lot of shuffling around in moto one before the winner was decided. Ray Crumb got the gate only to have trouble on lap two, moving Jason Johnson into second. By lap three, Tyler Edwards moved into the number one position and held on, only to misread the flag and pull off thinking he won. Johnson took the win with Crumb second and Kurt Kuhn third.

In moto two, Crumb again took over the number one position and went on to win the overall with a 2-1 score. Kuhn (3-2) took second and Johnson (1-5), was third.

Results

60: 1. Jeff Baldwin (Kaw); 2. Jerry Harvey (Kaw); 3. Daryll Selix (Kaw).

80 BEG: 1. Albert (Kaw); 2. Anthony Larez (Kaw); 3. Brett Klinger (Kaw).

80 JR: 1. Val Achweizer (Hon); 2. Jake Wykoff.

80 INT: 1. Michael Brandes (Kaw); 2. Michael Stanton (Kaw); 3. Christopher McCallie (Yam).

OPEN 80 BIG WHL: 1. Danny Nelson (Kaw); 2. Greg Allen (Kaw); 3. Mike Brandes (Kaw).

125 BEG: 1. Doug Wagner (Hon); 2. Mario Canepa (Yam); 3. Jimmy Meehem (Kaw).

125 JR: 1. Stan Finney (Hon); 2. Jason Gibson (Hon); 3. Joe Lawill (Kaw).

125 INT: 1. Ray Crumb (Kaw); 2. Kurt Kuhn (Kaw); 3. Jason Johnson (Kaw).

125 PRO: 1. Greg Tirheimer (Hon); 2. Danny Paladino (Hon).

250 BEG: 1. Jim Swicegood (Hon); 2. Steve Nichelson (Suz); 3. James Sanchez (Suz).

250 JR: 1. John Sigley (Yam); 2. Matt Phipps (Hon); 3. Danny Grelle (Yam).

250 INT: 1. Grant Michaelson (Hon); 2. Kurt Kuhn (Kaw); 3. John Thomas (Yam).

250 PRO: 1. Jeff Pestana (Yam); 2. Russ Scott (Hon); 3. Jimmy Robertson (Hon).

OPEN BEG: 1. Dave Matheson (Hon); 2. Richard Silvestri (Hon); 3. Gary Bernal (Hon).

OPEN JR: 1. Larry Lacey (Hon); 2. Ricky Brazil (Yam); 3. Randy (Hon).

OPEN INT: 1. Steve Silvestri (Hon); 2. Mark Baldry (Hon); 3. Todd Luksa (Hon).

OPEN PRO: 1. Sean Conley (Kaw); 2. Brett Cahors (Hon); 3. Clayton Blood (Kaw).

VET JR: 1. Douglas Clark (Hon); 2. Paul Flores (Hon); 3. Michael Rich (Hon).

VET INT: 1. Larry Lacey (Hon); 2. Gary Selby (Kaw); 3. Michael Patterson (Kaw).

VET PRO: 1. Bill Jamerson (Hon); 2. Jim Dallara (Hon); 3. John Handelin (Yam).

OT JR: 1. Frank Lauthan (Kaw); 2. Joe Brazil (Yam); 3. John Cipollina (Kaw).

OT INT: 1. Erv Rifenburg (KYM); 2. Harold Noell (Hon); 3. Dennis Ware (Yam).

OT MSTR: 1. Philip Frisbie; 2. Bill McClinton (ATK); 3. Jim Saltone (Kaw).

Hawthorne, Bradshaw battle at Muddy Creek Motocross

By Gary Crider

BLOUNTVILLE, TN, JULY 17

Yamaha's Damon Bradshaw celebrated his 16th birthday by winning three out of four Pro motos in the AMA-sanctioned Fourth Annual Volunteer State MX Championship at Muddy Creek Raceway. The event doubled as round four in promoter Sam Gammon's seven-race, $50,000 Mega-Series. Bradshaw's sweep was halted in the day's final moto as Texan Dennis Hawthorne went by Bradshaw to win the second 250cc Pro contest. Georgia's Lance Brannon clawed his way to the top of the large 125 and 250cc C divisions while local ace Mike Brown won all four moto wins in 125 and 250cc B action.

The 1.5 mile natural terrain course was in near-perfect condition thanks to a Saturday night rain which moistened the loamy surface. Over 300 riders from 14 states were on hand for the Gear/Boyesen/Barr's Competition-sponsored event.

Honda's Sean Dukes took the holeshot in the opening 125cc Pro moto only to see Fox/Scott/PJ-1/Barr-backed Bradshaw go by on lap three of the seven-lap moto. Bradshaw won by a good margin while Freewheeling Honda/Dunlop/Answer-backed Dukes held on in the remaining laps to finish second over Hawthorne. Bare Brother's Jim Chester overcame a poor start to finish in fifth spot over Mike Stahlman.

Bradshaw holeshot moto two, netting a runaway win while Sammy White's Kawasaki City-backed Hawthorne nailed down second position to claim runner-up honors. Dukes moved up from ninth to challenge Chester in third. The pair wrestled for several laps, then Dukes got by at a difficult uphill turn on the last lap to finish third over Chester and Derrick Roe.

Dukes led the first 250cc Pro ahead of Chester until Bradshaw moved up from a mid-pack start to take the lead on lap five for the win. Dukes was second over Chester and Steve Childress. Shoei/Answer/LCS-backed Hawthorne picked up fifth place money and said, "I got a bad start and decided to conserve my energy and settle for fifth."

Hawthorne's energy-conservation seemed to pay off as he took the holeshot in the final moto, setting the stage for a fight with Bradshaw. Bradshaw closed the gap at mid-moto and the crowd went wild as the pair raced wheel-to-wheel. Bradshaw slipped past but bobbled on the same lap, giving the lead back to Hawthorne who held for the win over Bradshaw, Dukes and Childress.

Bradshaw said, "I might have been able to stay with Hawthorne at the end, but I would have had to take some chances. I wasn't feeling too good because I was up late last night — at my birthday party."

Mike Brown's sweep of the 125 and 250cc B motos seemed easy as he led every lap in all but one moto. In that moto — the first 125cc round — Brown got away about eighth. Brown wasted no time slicing through traffic and, on the third lap, Brown took the lead from Todd Neal to win. Brown leads the Mega-Series point race in both classes while Jeff Shuler and Chad Lough are a close second and third, respectively, in both classes.

Results

250-500 VINT: 1. Randy Tomlinson (Bul); 2. Jeff LaFleur (Oss); 3. Richard Lewis (CZ); 4. Kevin Bowman (Yam); 5. Allen Buchanan (Mai).

200 VINT: 1. Patrick Brown (Hon); 2. Jesse Eller (Suz).

NON-CURR (PRE '86): 1. Jeff LaFleur (Hon); 2. Thomas Martin (Yam); 3. Randy Wolfe (Yam); 4. Johnny Hatfield (Hon); 5. Jeff Hensley (Hon).

HARRISON BENEFIT: 1. Chad Powers (Cag); 2. Deck Miller (Kaw); 3. Johnny Rasar (Kaw); 4. Loren Williams (Yam); 5. Gary Elswin (Hon).

ENDR: 1. Chris Shortridge (Kaw); 2. Randy Farris (KTM); 3. Tony Parker (KTM); 4. David Albert Sr. (Cag); 5. Dale Rogers (KTM).

65 MINI: 1. Jimmy Briggs (Kaw); 2. Brent Lough (Kaw); 3. John Yoakum (Kaw); 4. John West (Kaw); 5. James Fritts (Kaw).

JR MINI: 1. Patrick Greer (Kaw); 2. Jordan Moneymaker (Suz); 3. John Yoakum (Yam); 4. Josh Pierce (Kaw); 5. Patrick Brown (Yam).

SR MINI: 1. Scott Runyan (Kaw); 2. Ryan Reynolds (Hon); 3. Zac Bradshaw (Yam); 4. David Dickerson (Yam); 5. Tommy Owens (Kaw).

125 YTH: 1. Hank Moree (Kaw); 2. Paul Dalton (Kaw); 3. Jim Neese (Suz); 4. Scott Runyan (Kaw); 5. Chad Lough (Suz).

125 C: 1. Lance Brannon (Hon); 2. Thomas Linville (Hon); 3. Brian Bradner (Yam); 4. Gary Dalton (Kaw); 5. Andy Pullon (Kaw).

250 C: 1. Lance Brannon (Hon); 2. Billy Adkins (Hon); 3. James Hayes (Hon); 4. James Wilkerson (Hon); 5. Paul Dalton (Hon).

125 B: 1. Mike Brown (Kaw); 2. Hank Moree (Kaw); 3. Chad Lough (Suz); 4. Jeff Shuler (Kaw); 5. Todd Neal (Kaw).

250 B: 1. Mike Brown (Kaw); 2. Todd Neal (Kaw); 3. Chad Lough (Suz); 4. Eddie Addair (Yam); 5. Jeff Shuler (Kaw).

OPEN AM: 1. Jimmy Leach (Kaw); 2. Chris Shortridge (Kaw); 3. Bobby Gilbert (Hon); 4. Rhett Smith (Hon); 5. Robert Curtin (Hon).

PLUS 25: 1. Robby Neeley (Kaw); 2. David Albert Jr. (Cag); 3. Steve Lewis (Yam); 4. Larry Harrison (Hon); 5. Robert Curtin (Hon).

SR: 1. Tim Smith (Suz); 2. Steve Lewis (Yam); 3. Rhett Smith (Hon); 4. Gary Osbore (Hon); 5. Gary Baisden (KTM).

125 PRO: 1. Damon Bradshaw (Yam); 2. Dennis Hawthorne (Kaw); 3. Sean Dukes (Hon); 4. Jim Chester (Suz0; 5. Derrick Roe (Kaw).

250 PRO: 1. Damon Bradshaw (Yam); 2. Sean Dukes (Hon); 3. Dennis Hawthorne (Kaw); 4. Steve Childress (Kaw); 5. Todd Baisden (Yam).

Yarrow back at Baylands Speedway

By Bill Spencer

FREMONT, CA, JULY 21

Duane Yarrow and the Snooky Weslake are definitely back on form, as the former northern California champ sliced and diced his way to the Scratch main win at Baylands Raceway Park's Class A Speedway while Shawn Reppert bagged the Handicap main on his Slic/Art-backed Jim Leonard Racing Special.

With National qualifiers in swing, some of the Baylands regulars have been in southern California, but the racing only proves to get closer and better. Brian Pecore led out the Handicap main but found himself the obvious victim and went down to Reppert and John Houston Jr.

Reppert kept up the pressure for the win over Houston with Pecore third over Steve Martin.

Yarrow proved that last year's injuries were far behind when he downed Martin in a featured match race after handily winning his heat and semi.

Houston had the pole for the Scratch main with Yarrow drawing the wall and getting out quickly to point in front of Mike Solis and Kid Curry. Solis held on for second as Yarrow was gone.

Steve Martynse won his fourth Division Two main with a fine ride, holding off Gary Rossi and the Santa Rosa Cycle Special. Kerry Puccio was again held to third in some fancy passing maneuvers while Stacy Ledou won Division Three over former AFM number one Frank Mazur who decided early in the evening that he could also be big time in Class A speedway and proved it by taking and passing the fall down test, rode to second during his heat and second in his very first main.

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Weslake rider Scott Yarbrough doubled at Cal Expo Speedway, winning the Scratch and Handicap mains over Harlan Bast Jr. both times.

PHOTOS BY R.C. JONES

Eddie Ingels (leading) won the Scratch main at Gold County Speedway in Auburn, while Dave Faria Jr. finished in third place.

Results

SCRATCH: 1. Duane Yarrow; 2. Mike Solis; 3. John Houston Jr.; 4. Kid Curry.

HDCP: 1. Shawn Reppert; 2. John Houston Jr.; 3. Brian Pecore; 4. Steve Martin; 5. Mike Solis.

D-2: 1. Steve Martynse; 2. Gary Rossi; 3. Kerry Puccio; 4. Mark Squadrito; 5. Jess Ochoa.

D-3: 1. Stacy Ledou; 2. Frank Mazur; 3. Bill Thomas; 4. Craig Wardner; 5. Jody Patterson.

Battaglia sweeps at Lake Geneva MX

By Jack Biddison

LAKE GENEVA, WI, JULY 29

Brian Battaglia rode to a sweep of the 125cc Amateur races to grab first overall honors at Lake Geneva Raceway. His speed was so fast in the heat and feature that he lapped two riders both times.

Following the heat race win, Battaglia announced that starting the next week at the raceway he would be riding the Pro class only. Remaining amateur riders cheered his decision.

Bob Nebel scored a sweep in the 125cc Pro class, as he beat Jeff Blaha in both events. Terry Hahn, also scored a sweep in the 250cc Amateurs as Ken Pearson and Bill Menzel traded the runner-up spots in the heat and feature, with Jerry Rose taking a close fourth in each.

Sweeps continued as Hahn rode unchallenged in the Open Amateur over Chris Benavides and Jeff Pulley.

Eron Ezzerins won the Mini Cycle heat and was taking the lead in the feature when he ran into trouble and DNF in the feature. Jeff Moore who had eaten Ezzerin's dust, mud and water in the heat, went on to win the feature.

Results

125 AM: 1. Brian Battagila (Suz); 2. Gary Philbrick (Hon); 3. Michael Mann (Yam).

OPEN AM: 1. Terry Hahn (Kaw); 2. Chris Bernavidos (Hon); 3. Jeff Pulley.

125 PRO: 1. Bob Nebel (Hon); 2. Jeff Blaha (Hon); 3. Danny Hill (Suz).

250 AM: 1. Terry Hahn (Kaw); 2. Bill Menzel (Kaw); 3. Ken Pearson (Yam).

MINI: 1. Jeff Moore (Suz); 2. Brian Harrison (Yam); 3. Dan Resko (Yam).

Miller moves at Lake Geneva MX

By Jack Biddison

LAKE GENEVA, WI, JULY 22

A large field of riders invaded the Lake Geneva Raceway for the Suzuki Stadium Championship and Ryan Miller won the overall in the 125cc Amateur class. He won the feature after a second-place finish in the heat to Shawn Miller.

Except for a poor start, that saw him riding in seventh spot in the heat race, Ryan Miller might have had a sweep of the events. He was third on the fifth lap and chased Shawn Miller hard during the final circuit but could not get the lead.

Veteran rider Terry Hahn swept both events in the 250cc Amateur class after holding off Doug Higgins in the heat and Jerry Rose in the feature. Hahn also swept the Open Amateur events as Chris Benavides rode second in both.

Eron Ezerins swept the Mini events and Jeff Moore finished second in both. Moore had his work cut out for him in the heat as he had a close battle with Brian Holzhauer. Moore did not get by him until the halfway mark in the race and then had to hold off Hozhauer as they passed slower bikes to the finish.

Results

125 AM: 1. Ryan Miller (Suz); 2. Shawn Miller (Kaw); 3. Chris Himes (Yam).

OPEN AM: 1. Terry Hahn (Kaw); 2. Chris Bernavidos (Hon); 3. Fred Nafzger (Suz).

125 PRO: 1. Bob Behrens (Kaw); 2. Bob Nebel (Hon); 3. Jim Heyden (Hon).

250 PRO: 1. Bob Behrens (Kaw); 2. Bob Nebel (Hon); 3. Jeff Lois (Suz).

250 AM: 1. Terry Hahn (Kaw); 2. Jerry Rose (Hon); 3. Bradley Garland (Suz).

MINI: 1. Eron Ezerins (Kaw); 2. Jeff Moore (Suz); 3. Brian Holzhauer (Hon).

Yarbrough wins Cal Expo Speedway

By R.C. Jones

SACRAMENTO, CA, JULY 27

Scott Yarbrough came away as the big winner tonight by taking both of the main events. Yarbrough, aboard his Solano Concrete/Viking Computers/Cirello Racing/Brant Eng-sponsored Weslake, raced to victory first in the Handicap main, then came back and won the Scratch main for his first two victories this season.

When the green came on Bill Zirkle took the early lead in the Handicap main with Jeff Brown and Rory Rundle chasing. On the next lap Rundle fell out as Brown and Yarbrough slipped past Zirkle. Brown led the next two laps as Yarbrough moved in. Harlan Bast Jr. edged into third behind Yarbrough. Brown slipped off the groove, going too wide and leaving the door open for Yarbrough, who took over the lead as Bast also moved past Brown. On the last lap Yarbrough was in command, Bast in second with Yarrow moving in to pick up the third spot.

Yarbrough pulled the pole position at the start of the Scratch main and Yarbrough held the inside with Doug Nicol working the outside cushion as they went through the first turn. Nicol hooked up first and moved to the lead down the back chute with Yarbrough right on his tail. Bast and Shawn Reppert battled for third just behind the other two. As Nicol hit turn three the wheels went out from under him as he found a slick part of the track. Yarbrough slipped past the fallen Nicol, taking over the lead for good. With Reppert pressing, Bast was unable to close on Yarbrough. Nicol recovered but was out of contention. At the finish it was Yarbrough with his second win of the night, Bast second and Reppert third.

Bryan Barrett took over the lead mid-race and held off John Grant for his win in the Division Two main. Barrett got squirrely coming out of turn four on the last lap and Grant moved in for the pass, but Barrett recovered just in time to win by a wheel length.

Dana Perri picked up his first win in the Division Three main. Tony Morgan was second with Richard Zakrzewski in third.

Results

SCRATCH: 1. Scott Yarbrough (Wes); 2. Harlan Bast Jr. (Gdn); 3. Shawn Reppert (Wes); 4. Doug Nicol (Wes).

HDCP: 1. Scott Yarbrough (Wes); 2. Harlan Bast Jr. (Gdn); 3. Duane Yarrow (Wes); 4. Bill Zirkle (Wes).

D-2: 1. Bryan Barrett (Jaw); 2. John Grant (Wes); 3. Dave Worthen (Wes); 4. Jess Ochoa (Jaw).

D-3: 1. Dana Perri (Jaw); 2. Tony Morgan (Jaw); 3. Richard Zakrzewski (Wes); 4. Jerome Heiberger (Jaw).

Ingles shines bright at Gold Country Spdwy

By R.C. Jones

AUBURN, CA, JULY 29

Eddie Ingels dashed to victory in the Scratch main, and Shawn Reppert won his first Handicap main in Division One action. Steve Martynse held off Joe Kelly in the Division Two main, and Dave Worthen took the Division Three main at Gold Country Speedway.

Ingels gated perfectly, as his helmet just brushed the tapes as they went up, to take a bike length lead as the four scratch riders headed into turn one. Dave Faria and Jim Sisemore were even through the first turn with Duane Yarrow squeezed out of the action. Ingels, aboard his A&A Racing/Peterich Cycles/Quaker State/Champion/K&N Filters/Bell-sponsored G-M, was in complete control after lap one as he raced to his third Scratch victory in Auburn. The second spot was up for grabs as Sisemore and Faria went wheel-to-wheel for the four lapper. Faria, riding the outside, stayed even with the crowd favorite Sisemore. Faria took one too many laps on the outside as Sisemore grabbed the second spot for good during the last lap.

Shawn Reppert, sponsored by Carpenter Racing/Slick Art/Day Tech Auto/Ice Castles and Smith Goggles, took the lead from turn one of the six lap affair, and after fighting off Sisemore on the last lap, picked up his first trophy this season. As Reppert led the pack, Sisemore worked his way through the traffic trying to track Reppert down. Flying with Sisemore was Faria as both riders worked the inside and outside around Harlan Bast Jr., Mike Parsons and Robert Curry. Faria moved quickly in second dogging Reppert from the outside on lap two. As Sisemore worked past Bast, Faria fell off the pace after slipping in the marbles. Parsons then cranked up an outside pass to slip past Bart as Sisemore moved into catch Reppert. On the last lap Reppert shut Sisemore down in turn four garnering the victory with Parsons third and Bast fourth.

Steve Martynse took over the lead on lap three of the Division Two main and held off the charging Joe Kelly for his win. Kelly pressured Martynse through the turns on the last lap as Martynse was able to keep control for a bike length win.

Dave Worthen led for the entire five lap race for his trophy in the Division Three main. Worthen, riding his best this season, was smooth and consistent while the others tried to track him down. Steve Moore hung on for second and Dan Wagner in some nice outside riding placed third.

Results

SCRATCH: 1. Eddie Ingels (G-M); 2. Jim Sisemore (Wes); 3. Dave Faria Jr. (Wes); 4. Duane Yarrow (Wes).

HDCP: 1. Shawn Reppert (Wes); 2. Jim Sisemore (Wes); 3. Mike Parsons (Wes); 4. Harlan Bast Jr. (Gdn).

D-2: 1. Steve Martynse (Jaw); 2. Joe Kelly (Jaw); 3. Ron Porteous (Wes); 4. Jess Ochoa (Jaw).

D-3: 1. Dave Worthen (Wes); 2. Steve Moore (Ess); 3. Dan Wagner (Jaw); 4. John Pierce (Wes).

Templeton rocks Asbury MX Park

By Kemp Hauser

WESTFIELD, NC, JULY 24

Gear/Welcome Suzuki/Fiberglass Products/G&C Motors-sponsored Shane Templeton took advantage of the nicely prepared course to score a perfect four-moto sweep of the 125 and 250cc Amateur classes at Asbury MX Park.

The first 125cc Amateur moto saw Templeton take the holeshot with early heat put on by David Hill. Templeton had control by the half-way point with Hill holding on to second ahead of Richard Hecter.

Templeton had his work cut out

for him at the start of moto two as a hard-charging Hecter came away with the holeshot to lead the early laps. By lap three Templeton had worked his way into the lead and put it to rest to the finish. An intense battle then started for the second spot as John Bray and Hecter traded positions until Bray went down. Hecter held on to second with Hill sliding into third ahead of Bray.

The Pro class was combined with the 250cc Amateur class which led to some hot racing as Templeton stayed in the thick of the Pro action. Eddy Penny put his Suzuki of Winston RM250 out in front of the first moto to lead wire-to-wire. Penny's win was not easy as Templeton put the pressure on as he walked away with the Amateur class win, finishing seconds behind Penny. Jay Hauser on a Forsyth Motosports Kawasaki took runner-up honors in the Pro class with James Goin taking second in the Amateur class.

Goin pulled a beautiful holeshot in moto two only to retire the lead to Penny by turn two. Penny went down on the first lap in a deep berm in the lower section of the track with the entire field shooting by. The order was then Hauser leading the Pro class, followed by Templeton out in front of the amateurs. The halfway point saw Templeton out front to the finish with Hauser in second. Penny had made an excellent charge from the back to battle with Hauser, the two tangled together with Hauser getting up and to the finish line first. The Amateur class was rounded out by Goin and John Doss.

Results

60: 1. John Doss.
80: 1. Kenny Frith (Kaw); 2. Steve Dalton (Suz).
ENDR: 1. Chris Sizne (Kaw); 2. Richard Vaughan (Hon).
125 AM: 1. Shane Templeton (Yam); 2. Richard Hecter (Yam); 3. David Hill.
250 AM: 1. Templeton (Suz); 2. James Goin (Suz); 3. John Doss (Hon).
250 PRO: 1. Jay Hauser (Kaw); 2. Eddy Penny (Suz).

Key wins Lodi Short Track

By Mikki McBride

LODI, CA, JULY 30

Harley-Davidson rider Mark Key found the right combination of throttle and brake to earn the overall victory in the Pro-Am short track main event at Lodi Cycle Bowl, despite getting snuffed by Honda-mounted Bobby McDowell in the heats.

In the main event, Key took the early lead, while McDowell was caught in a sandwich between two Rotax riders, Robert Damron and Steve Mayfield. After the bumping and shoving was over, Daniel McDonnell, also on a Harley, fell into the second spot, while McDowell came off in the fourth spot behind Damron. Mayfield landed in fifth, and the catch-up game began.

While McDonnell was trying to find a line around Key, McDowell was riding hard on the move to get to the front. He was able to get around Damron, then started out after McDonnell but couldn't get around him no matter what line he tried. McDonnell kept changing lines to block the way. With McDonnell working hard to hold back McDowell, Key was able to extend his lead and came in first at the checkered flag followed by McDonnell, McDowell, Damron and Mayfield.

In the Open Expert race, McDowell grabbed the holeshot from the outside and was gone. Damron took the second spot with Rotax rider Steve Raymond in third. Steve Mayfield was in fourth with a new Expert rider, Sherman Gresham, on a Rotax, in fifth.

PHOTO BY STEWART BARBER

Robert Damron grabbed second in the Open Expert class at Lodi.

McDowell held on to his extended lead while Raymond rode hard to overcome Damron with no success. McDonnell slid into the fifth-placed Gresham and was black-flagged when Gresham was forced wide and had to drop back to the seventh spot. Harley rider Scott Chappell also took advantage of this maneuver to take over the fifth spot.

Results

PEE WEE: 1. Tony Souza, Jr. (Yam); 2. Danny Vickers (Yam); 3. Michael Patterson (Yam); 4. Toby Jorgensen (Suz); 5. David Gassin (Yam).
60-80 NOV: 1. Eric Bostrom (Hon); 2. Jesse Sanchez (Yam); 3. Brandon Carnahan (Hon); 4. Dave Snow (Suz); 5. Eric Martin (Kaw).
60 JR: 1. Helder Alvernaz (Kaw); 2. Sammy Sabedra (Kaw); 3. Ken Cypriano, JJr. (Kaw).
80-100 JR/EX: 1. Matt Wait (Kaw); 2. Nathan Wait (Kaw); 3. Robert Stevenson (Yam); 4. John Mitchell (Hon); 5. Earnie Martin (Kaw).
VET NOV/JR/EX: 1. Dave Bostrom (W-R); 2. John Taylor (W-R); 3. Robert Meiring (H-D); 4. Lynn George (Hon); 5. Roy Fisher (Hon).
125 NOV: 1. Anthony Freeman (Suz); 2. Martin Montes (Hon); 3. Herbert Callen, III (Hon); 4. Chad McBride (Yam); 5. Rodney Freeman (Yam).
250 JR: 1. Gary Milewski (Hon); 2. Robby Peichoto (Yam); 3. Mattheew Wait (C-A).
500 OPEN NOV: 1. Jeremy Nunes (Hon); 2. Joe Koppi (Yam); 3. Dwane Francisco (Hon); 4. Don Shipley (Hon); 5. Henry Sanchez (Hon).
500 OPEN JR: 1. Steve Stewart (Yam); 2. David Sanchez (Hon); 3. Elmiro Alvernaz (Yam); 4. Freddie Sanchez (Hon); 5. Hector Alcala.
500 OPEN EX: 1. Bobby McDowell (Hon); 2. Robert Damron (W-R); 3. Steven Raymnd (W-R); 4. Steve Mayfield (W-R); 5. Scott Chappell (H-D).
PRO-AM: 1. Mark Key (H-D); 2. Daniel McDonnell (H-D); 3. Bobby McDowell (HOn); 4. Robert Damron (W-R); 5. Steve Mayfield (W-R).

Hemphill hauls at Interstate MX

By Beth Cooper

OKLAHOMA, CITY, OK JULY 20

Hemphill captured the overall, with Muskgrove second for the day and Mark Wright third.

In the first moto, Ron Dunkin took the holeshot and the lead. He led for the first two laps then dropped to third after being passed for good by Hemphill and Mark Wright. Mushgrove moved up to fourth after getting a bad start and challenged Dunkin for third. With a last minute charge at the finish, Muskgrove took third at the flag.

Muskgrove was battling with anyone that got in his way in the second moto. He got his usual bad start and one by one passed the mid-packers. The real victory for Howard was when he passed longtime friend and rival Mark Wright. Hemphill captured the overall, with Muskgrove second for the day and Mark Wright third.

Results

125: 1. Eric Pucelik; 2. Mark Hardy; 3. Mike Tate.
MINIBIKES: 1. Robbie Reynard; 2. Monty Franks; 3. Coby Sharp.
250: 1. Eric Pucelik; 2. Robert Reynard; 3. Alan Hilton.
BEG: 1. Tommy Abbitt; 2. Roger Bell; 3. Roy Gearhart.
OPEN: 1. Jim Thomas; 2. Mike Reddin; 3. John Wilbanks.
OVER 35: 1. Randy Hemphill; 2. Howard Muskgrove; 3. Mark Wright.

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IT'S WHAT'S INSIDE THAT COUNTS.

GENUINE YAMAHA

PHOTO BY CLAY LIGHT

Tony Graves (106) leads the 125cc Pro class at Albany. Graves was the overall winner and finished second in the 250cc Pro class.

Bostrom, Parks top Oregon OT MX

By Clay Light

ALBANY, OR, JULY 30-31

The 16th Annual Oregon Old Timers National at Albany Supercross in Albany, was host to 216 riders from a six-state radius, including Oregon, Washington, Idaho, California, Nevada and Colorado and also several Canadian provinces. Among the weekend's big winners were California's Paul Bostrom, riding a Honda, winner of the Master Pro class and Oregon's Jim Parks who won the Master Expert competition.

According to promoter Bob Leach, "This year's National was by far the most successful."

The National classes ran three motos on Saturday and their final two on Sunday. Several support classes were run in conjunction with the National, including a vintage race.

Points were tabulated at the completion of the weekend's program in which an overall club would be recipient of top honors. The Oregon chapter took first place with 189 points beating the Sierra Club's 169 points for first place. Following in the tallies were Washington with 139 points, Rocky Mountain (33), Nevada (23), British Columbia (14) and the Alberta (Calgary) Old Timers' group seventh with nine points, respectively.

Bay area rider Bostrom topped the first moto of the Masters class on Saturday beating Leach, riding a Cagiva, and Honda-jockey Ken Hogsdon. Moto two also went Bostrom's way, but moto three, the final moto of Saturday's program, saw Bostrom's chances of a sweep go down the tubes as the Honda pilot ran out of gas allowing Leach a win and the points lead at the day's end.

Bostrom came back to convincingly thrash the competition in both motos on Sunday, beating Leach for the overall by one point, 16-17. Bostrom's 1-1-12-1-1 tally netted first to beat Leach's 2-4-1-3-7 performances and the 7-3-3-2-3 postings of Honda rider Bob White. Hogsdon (3-6-4-7-6) and Rick Kelley (11-5-2-5-4) filled the top five overall.

In the Expert division, Parks' 1-1-2-1-1- was unmatched giving the Honda pilot the overall win edging Suzuki-mounted Dave Merklin (4-2-1-6-2) and California Van DePiero's third place netting tally of 5-3-6-4-5. Gary Highland and Wayne Johnson rounded out the top five.

Colorado's Gary Shramizu, riding a Husqvarna, won the Amateur class by virtue of consistency throughout the weekend. Sharmizu's 1-10-2-2-1 was good enough to take home top brass to Denver followed by California's Jim Boyd, winner of two motos, second overall after 5-1-1-6-3 performances, followed by John Bartlett, Gary Fahlander and local Husky rider Don Burkin, who thumped to a moto win in moto three and carded top 10 rides in the remaining motos.

Results

MSTR PRO: 1. Paul Bostrom (Hon); 2. Bob Leach (Cag); 3. Bob White (Hon); 4. Ken Hogsdon (Hon); 5. Rick Kelley (Hon).

MSTR SR: 1. Bill McClinton (ATK); 2. Jim Sarton (Kaw); 3. joe MacKenzie (Hon).

MSTR EX: 1. Jim Parks (Hon); 2. Dave Merklin (Suz); 3. Van DePiero (Hon); 4. Gary Highland (Hon); 5. Wayne Johnson (Kaw).

AM: 1. Gary Shiramizu (Hus); 2. Jim Boyd (Yam); 3. John Bartlett (Yam); 4. Gary Fahlander (Yam); 5. Don Burkin (Hus).

NOV: 1. Ed Mantz (KTM); 2. Glen Finnerin (Hon); 3. Bob Del Carlo (Yam).

OTH A: 1. Lonnie Manning (Cag); 2. Gary Beaver (Kaw); 3. Mike Holbrook (Hon).

OTH B: 1. Doug Tuller (Kaw); 2. Doug Wiley (Hon); 3. Harry McManahan (KTM).

OTH C: 1. Brady Williams (Yam); 2. Jerry Johnson (Kaw); 3. Randy Chester (Hon); 4. Mike Castillo (Hon); 5. Ron Williams (Kaw).

EX: 1. Jeff Daily (Yam); 2. Scott Hickson (Kaw); 3. Jeff Payne (Hon); 4. Shawn Frieling (Kaw); 5. Steve Shepard (KTM).

BEG: 1. Roby Leach (Cag); 2. Darren Strunk (Hon); 3. Eric Cummings (Kaw).

MINI: 1. Shawn Highland (Kaw); 2. Ryan Leach (Kaw); 3. Harry McMahan (Yam); 4. Chris Chester (Yam); 5. Todd Waltmire (Kaw).

Sherrard sails to Benton ST win

By Bobby Lewis

BENTON, KY, JULY 22

John Sherrard holeshot the 10-rider 80cc final tonight and held off a late-lap charge by Tommy Hayden to take the win in front of a capacity crowd at Benton.

Sherrard led Chris Boone and Hayden around the first lap with Hayden moving to second on lap two. Sherrard held the line and the top three spots remained the same. Aaron Ladd ran in fourth the entire way in front of Paul Morgan, Nick Hayden and Luke Cone.

Tommy Hayden swept the 60cc class with a flag-to-flag run. Paul Morgan was the only rider close in second, a good distance up from Joshua Knott, Nick Hayden and Jason Goodwin.

Jenny Hayden went to the front of the 50cc Stock class and held off Beau Braswell for the win. Josh Rude filled in the winner's circle after a race long bout with Jason Goodwin. John Warner finished out the top five.

Braswell returned the favor in the Modified ranks with a winning ride over Hayden, Goodwin and Rude.

Robbie Grief turned in a flawless ride in the 125cc final, leading every lap enroute to the win. Sherrard closed in early in the race but a derailed chain moved him to third behind Chris Goodwin.

John Lewis, Mark Walker and Jimmy Allen went into turn three side-by-side in the 250cc main. Lewis went down and Allen went to the front. A lap later Walker lowsided and Chuck Allen slid by to second. The Allen brothers didn't bobble and claimed the top two spots.

Results

50 AUTO: 1. Jenny Hayden (Yam); 2. Beau Braswell (Yam); 3. Josh Rude (Yam).

50 MOD: 1. Beau Braswell (Yam); 2. Jenny Hayden (Yam); 3. Jason Goodwin (Yam).

60: 1. Tommy Hayden (Kaw); 2. Paul Morgan (Yam); 3. Joshua Knott (Yam).

80: 1. John Sherrard (Kaw); 2. Tommy Hayden (Yam); 3. Chris Boone (Hon).

AM: 1. John Bingham (Yam); 2. Buddy Akers (Suz); 3. Charlie Marsh (Kaw).

SR: 1. Lee Hibbs (Yam).

125: 1. Robbie Grief (Yam); 2. Chris Goodwin (Yam); 3. John Sherrard (Kaw).

250: 1. Jim Allen (Suz); 2. Chuck Allen (Yam); 3. Mark Walker (Yam).

OPEN: 1. James Hart (Yam); 2. Shawn McNary (Hon); 3. Roy Hart (Yam)

Hart, Graves fast at Albany SX

By Clay Light

ALBANY, OR, JULY 23-24

Grayson Hart and Tony Graves scored moto wins in the 125 and 250cc Pro classes during Motocross Northwest sanctioned supercross at Albany Speedway. Hart won out in a second-moto shoot-out in 250cc action for a 2-1 overall win while Graves did likewise to top the 125cc Pro class, Canada's Rick Hamer-Jackson rode to a 1-1 win in the Open Pro ranks.

Saturday's program was the Motocross Northwest Championship Series' banquet in which awards were given out to the top riders in each class from the five-race series. Winners of respective classes netted impressive prizes which included mountain bikes, jackets, racing gasoline, tires and number one plates.

Graves took top honors in two classes, netting number one plates in 125 and 250cc racing. Hart finished runner-up to Graves in both.

Graves proved his wins were not a fluke on Sunday by virtue of his overall win in the 125cc Pro class. In the first moto it was the Hillsboro Honda-sponsored Hart shooting into the lead with Graves and Hamer-Jackson holding down the top three positions which would be the finishing order at the end ahead of Don Bisceglia, Kenny Olsen and Darren Rogers.

Moto two had Graves and Hart in front with Hamer-Jackson in third. Graves took over for keeps on the second lap while Hamer-Jackson slipped past Hart for the number two spot. Further back a war waged between Dana Anderson, Bisceglia, Olsen and Darren Rogers. Graves maintained his lead to the finish, good for the overall win after 2-1 performaces to top Hart's 1-3, Hamer-Jackson's 3-2, Bisceglia's 4-5 and Olsen's 5-6 scores.

The 250cc/Open Pro class motos were equally as exciting. Keith Foidel, riding a Honda CR500, jumped out front of the first moto followed by Gary Beyer and Hart. Beyer got around Foidel on lap two and proceeded to open up a small cushion on Hart and Graves until Hart motored past on the next circuit. On the fifth of seven laps Graves passed leader Hart, going on to a win ahead of Hart, Beyer, Tracy Bethel and Bisceglia. In the Open Pro class it was Hamer-Jackson taking the moto win over Foidel.

Hart launched into a huge lead in moto two and had a good thing going up front until the final lap when Graves carved past. Graves and Hart's battle went to the final 50 feet heading down home stretch. Graves crashed in the whoop-de-doos, allowing Hart to take the moto win and the overall after 2-1 rides.

Results

250 PRO: 1. Grayson Hart; 2. Tony Graves; 3. Don Bisceglia.

125 PRO: 1. Tony Graves; 2. Grayson Hart; 3. Eric Hall.

OPEN PRO: 1. Reid Goldman; 2. Mike Stahl.

50: 1. Jason Hanson; 2. Ricky Haycock; 3. Jon Beaver.

60 6-8: 1. Jessy Williams; 2. Ryan Williams; 3. Mike Smith.

60 9-11: 1. Doug McKuhn; 2. Erik Burkinshaw; 3. Nathan Gravelle.

PP: 1. Julie Kent; 2. Deanna Holbrook; 3. Dianne Hurst.

80 INT: 1. Jason McCormick; 2. Ryan Huffman; 3. Nathan Gravelle.

80 JR: 1. Forrest Transu; 2. Monty Harris; 3. Troy Kibble.

80 BEG: 1. Ryan Hagemann; 2. Cory Blumberg; 3. Russell Postma.

125 JR: 1. Rich Browning; 2. Mike Hamness; 3. Brett Bierek.

125 BEG: 1. Jamie Boffman; 2. Trevor Levitt; 3. Roman Ross.

250 INT: 1. SteveSmith; 2. Troy Stewart; 3. Mike Crader.

250 JR: 1. Brett Bierek; 2. Kevin Yeager; 3. Chris Sicilla.

250 BEG: 1. Tom Marlin; 2. Matt Barnhart; 3. Rod Comstock.

OPEN INT: 1. Don Bosepflug; 2. Frank McKuhn; 3. Don Tyler.

OPEN JR: 1. Larry Legarra; 2. Mike Markham; 3. Jeff McKinley.

OPEN BEG: 1. Chris Younce; 2. Jim Gladish; 3. Bob Lish.

UTH: 1. Steve Smith; 2. Scott Bergren; 3. Ron Sun.

OTH A: 1. Mitch Kirkpatrick; 2. Reid Goldman; 3. Craig Praus.

OTH B: 1. Rick Roberts; 2. Jack Coulter; 3. Vince Figone.

OT A: 1. Mike Hickman; 2. Jim Lamkin; 3. Roger Knight.

Johnson doubles Thunder Creek MX

By Toni Anthoni

HIGH FALLS, GA, JULY 23

Honda-mounted Ross Johnson proved to be the dominant force at Thunder Creek's Saturday night MX as he swept both motos of the 125cc B class with James Tims taking second. Johnson returned to top the Open B class over Yamaha-mounted Jay McCellen.

In Senior Mini class action Team Green's Ezra Lusk was on stride taking both motos for the win over Johnny Dean and Brandon Smith.

It was a different story in the Super Mini class. In moto one Dean grabbed the holeshot with Lusk at his rear wheel. On lap two Lusk made his way by Dean and rode to victory with Dean taking second.

In moto two Dean again put his Suzuki out front with Lusk close behind. As Lusk made his move to pass Dean the two tangled with Lusk going down. Dean made the best of his chance, taking the moto and the overall victory with Lusk recovering to place second.

In the Junior Mini class Talladega Cycle/Maxima-sponsored Danny Haynes took the win. Haynes put his Kawasaki out front early in each moto and cruised to the win with Jason Janey taking second and Yamaha-mounted Bryan Johnson third. Johnson returned to action in the 80cc Beginner class, taking the victory by way of double moto wins.

The Novice class was the largest class of the night and it provided some of the night's best racing. Yamaha-mounted Randy Osborn came out the overall winner with a 3-1 score over Ken Williams' 3-1 and Jimmy Stone's 2-5.

Results

50 Matt Walker (Yam); 2. Aaron Lindsey (Yam); 3. Andrew Richards (Yam).

80 BEG: 1. Bryan Johnson (Yam); 2. Chad Dukes (Yam); 3. Jonathan Hamrick (Suz); 4. Matt Melton (Yam); 5. Jeff Nash (Hon).

JR MINI: 1. Danny Haynes (Kaw); 2. Jason Janey (Hon); 3. Bryan Johnson (Yam); 4. Matt Melton (Yam); 5. Jeff Nash (Yam).

SR MINI: 1. Ezra Lusk (Kaw); 2. Johnny Dean (Suz); 3. Brandon Smith (Kaw); 4. Ryan Bullard (Suz); 5. Jonathn Hamrick (Suz).

S/MINI: 1. Johnny Dean (Suz); 2. Ezra Lusk (Kaw); 3. Brandon Smith (Kaw); 4. Jim Nash (Hon); 5. Kevin Smith (Kaw).

125 B: 1. Ross Johnson (Hon); 2. James Tims (Yam); 3. Jon McCellen (Yam); 4. Bryan Scott (Hon); 5. Ray Grendon (Hon).

250 B: 1. Jay McCellen (Yam).

OPEN B: 1. Ross Johnson (Hon); 2. Jay McCellen (Yam); 3. Robert Aber (Yam); 4. Ray Grendon (Hon); 5. Jimmy Stone (Hon).
NOV: 1. Randy Osborn (Yam); 2. Ken Williams (Kaw); 3. Jimmy Stone (Hon); 4. Stacy Evans (Yam); 5. Chris Langstron (Hon).

Sadowski sails at Grattan RR

By Gordon Lunde

GRATTAN, MI, JULY 16-17

Dave Sadowski, riding Team Hammer-sponsored Suzukis, was a triple winner in AMA Championship Cup Series action at Grattan Raceway.

Sadowski's first win came Saturday in the 100K Solo GTU Endurance event he used as practice due to problems with track communications cutting the regular practice short. Sadowski was never challenged, leading all 18 laps of the rain and lightning-shortened event. Bruce Bain held the number-two position at the finish on the Van's Honda/Jet-Air Fuel-sponsored Honda CBR600 Hurricane.

Win number two came in Heavyweight Supersport. Scott Zampach took off in the lead riding the Dunlop/EBC/Fox/Spectro/RK/Dyno-Jet/Midwest Action Cycle-sponsored Suzuki GSXR750 with Sadowski, Dave Barnard on the Kwik Cycle/Des Plaines Suzuki, John Eidenberger, and Cam Roos in close pursuit. Exiting turn four Barnard got the pipe onto the pavement, lifting both tires off and crashing hard resulting in injuries to his right ankle. Everyone else cleared the accident. Lap two saw Zampach throw it away in turn 10 getting into the trees and hitting one. No serious injuries resulted. Sadowski, now in the lead, took off for the checkers building a short lead over Eidenberger on his Port Washington Yamaha/Dunlop/Dyno-Jet/Phil Flack Racing GSXR. Cam Roos hauled in third place on the Sam Yamashita/Unlimited/Roswell Honda/Dunlop/Arai/Kal-Gard/EBC Suzuki.

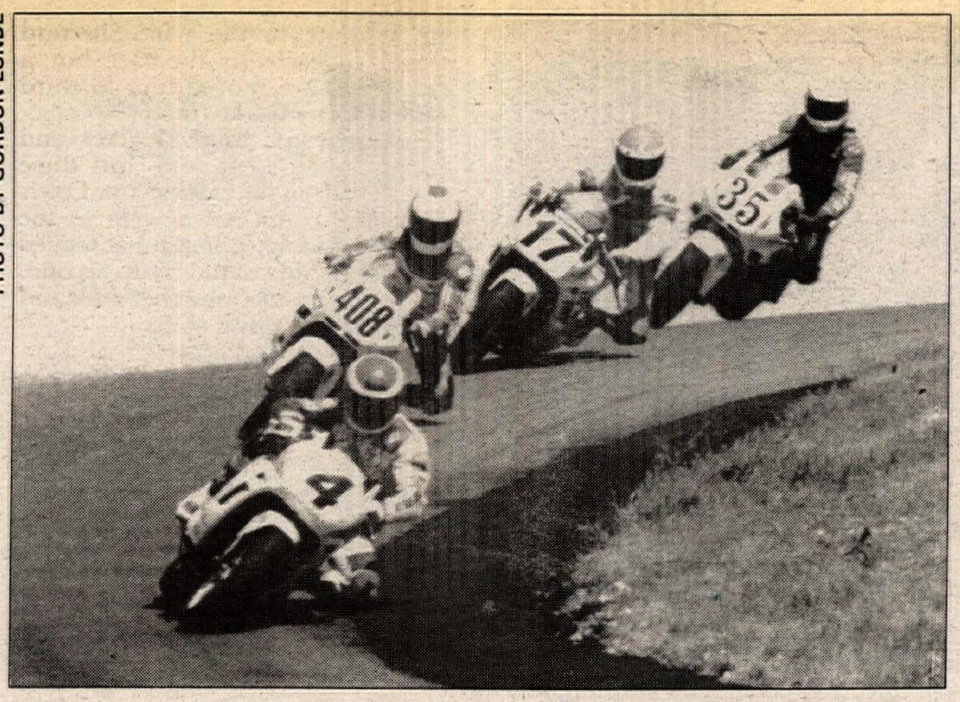
In Middleweight Supersport, Sadowski led all the way over Eidenberger, both riding Suzuki 600 Katanas. Randy Gaddey on his Al Gaskill's Honda/Spectro Oil-sponsored Hurricane rounded out the top three.

Double winners this weekend included Eric Moe taking the 100K GTO and Heavyweight Superbike events on the CC Cycle/Dyno-Jet/Shoei/Castrol/Babbit's Sport Center GSXR750, and Cam Roos who was triumphant in Lightweight GP and Middleweight Superbike on an Yamaha FZR400. John Eidenberger, also FZR400-mounted, filled the number two spot in both of those events.

Results

S/TW: 1. Paul Landers (Kaw); 2. Dave Freeman (Kaw); 3. Jeff Moehrke (Yam).
L/W GP: 1. Don Lewis (Yam); 2. Bill Graef (Yam); 3. Rick Puetz (Yam).
M/W S/BK: 1. Stuart Langrehr (Yam); 2. Scott Sefarian (Hon); 3. Jeff Plummer (Hon).
H/W S/SPRT: 1. Chad Lehner (Suz); 2. Bernie Fritz Jr. (Suz); 3. Steve Mack (Hon).
L/W S/BK: 1. Gerald Bertagnoli (Hon); 2. Kevin Slezewski (Hon); 3. Paul Landers (Kaw).
M/W S/SPRT: 1. Scott Seferian (Hon); 2. Ike Zantner (Hon); 3. Jeff Plummer (Hon).
M/W GP: 1. Bill Graef (Yam); 2. Rick Puetz (Yam); 3. Scott Seferian (Hon).
H/W S/BK: 1. Bill Huemann (Suz); 2. Bernie Fritz Jr. (Suz); 3. Kent Juliot (Kaw).
S/TW: 1. Dave Bradford (Nor); 2. Bob Campshured (Hon).
L/W GP: 1. Cam Roos (Yam); 2. John Eidenberger (Yam); 3. Scott Zampach (Yam).
L/W S/BK: 1. Randy Gaddey (Hon); 2. Bob Newby (Yam); 3. Joe Rutherford (Yam).
M/W S/SPRT: 1. Dave Sadowski (Suz); 2. John Eidenberger (Suz); 3. Randy Gaddey (Hon).
M/W GP: 1. Russell Moffitt (Hon); 2. Bob Delie (Hon); 3. Kevin Gau (Yam).
H/W S/SPRT: 1. Dave Sadowski (Suz); 2. John Eidenberger (Suz); 3. Cam Roos (Suz).
U/L S/SPRT: 1. Scott Zampach (Suz); 2. Eric LaCruze (Suz); 3. Jed Kimla (Suz).
M/W S/BK: 1. Cam Roos (Yam); 2. John Eidenberger (Yam); 3. Randy Gaddey (Hon).
H/W S/BK: 1. Eric Moe (Suz); 2. John Eidenberger (Yam); 3. Jed Kimla (Suz).
U/L GP: 1. John Eidenberger (Yam); 2. Eric Moe (Suz); 3. Ben Beasely (Yam).
SOLO GTU: 1. Dave Sadowski (Suz); 2. Bruce Bain (Hon); 3. Randy Gaddey (Hon).
SOLO GTO: 1. Eric Moe (Suz); 2. Kirk Moellenberg (Suz); 3. John Erdrich (Hon).

PHOTO BY GORDON LUNDE



Dave Sadowski (4) easily won the Grattan Middleweight Supersport race, beating Randy Gaddey (408) and John Eidenberger (17).

Keenum claims Reddick MX

By Gwen Millan

REDDICK, FL, JULY 10

Wes Keenum easily won the 125cc A class at the sixth round of FMC's 8th Annual Summer Series.

The first moto saw Gear Racewear/Woody Kyle Racing-sponsored Keenum in close pursuit of Derek Youngblood. In a not-too-distant third was Rick Chew.

By the third lap, the race was hot and heavy as Keenum was challenging the front runner. As they came around the front tabletop, they were side-by-side. On the next lap Keenum was close to Youngblood over the front doubles. He landed badly, giving Youngblood a bike length lead.

On the sixth lap, Keenum got the edge he was looking for and took the number one spot. Youngblood went all out in trying to pass Keenum, made contact with him, and both crashed hard.

Youngblood was the first one to regain control, taking back his lead on the white-flag lap. Keenum tried hard to make up for lost time but had to settle for second as the checkered flag came out for Youngblood. Chew finished third.

Everyone hoping for another match-up between Keenum and Youngblood was disappointed when Youngblood didn't show up at the starting gate. Keenum had a clear-cut victory this moto, with Chew second.

In the 80cc Novice class, Michael McRae led off the start. In second was Lee Spann. In third was Logan Murphy.

In the second lap, Spann was in control. On the next lap, changes were still under way with McRae back in first, Hinson moving up to second (demoting Spann to third and Keith McQuaig following. On the white-flag lap, Spann passed Hinson and McRae for the lead and went on to win, with McRae second, Hinson third, and McQuaig fourth.

The same five were the front-runners in the second moto. Coming around after a lap were McRae, Spann, Hinson, Murphy and Brown. Lap three was the end for Spann when he went through the S section and crashed hard, injuring his leg. McRae lost to Hinson and failed to recapture his place before moto's end. Logan Murphy was as delighted with his third as Brown was with his fourth. The overall scores saw Hinson first, McRae second, and Murphy third.

Results

P/W: 1. Donald Leddy (Yam); 2. Daniel Leddy (Yam); 3. Stacey Stoller (Yam); 4. Gregory Dini (Yam); 5. Katrina Millan (Yam).
60: 1. Keith McQuaig (Kaw); 2. Jarritt Tippins (Kaw); 3. Sean Hansen (Kaw); 4. John Smith (Kaw); 5. Michael Byrd (Kaw).
WMN: 1. Laurie Kitsch (Kaw); 2. Christine McQuaig (Hon); 3. Beth Rewis (Hon); 4. Judy Iorio (Suz); 5. Staci Simons (Kaw).
100: 1. Ryan Dean (Kaw); 2. Travis Blackburn (Kaw); 3. Chris Brown (Kaw); 4. Lee Spann (Kaw); 5. Michael McRae (Kaw).
MINI A: 1. Ryan Dean (Kaw); 2. Chris Brown (Kaw); 3. Michael Poore (Suz); 4. Daryl Youngblood (Hon).
MINI B: 1. Travis Blackburn (Kaw); 2. Randy Chum (Hon); 3. Noel Kitsch (Yam); 4. Glenn Campbell.
MINI C: 1. Josh Hinson (Hon); 2. Michael McRae (Kaw); 3. Logan Murphy (Kaw); 4. Chris Brown (Kaw); 5. Keith McQuaig (Hon).
125 A: 1. Wes Keenum (Yam); 2. Rick Chew (Hon); 3. Derek Youngblood (Hon).
125 B: 1. Ernie Millan (Hon); 2. Justin Jackson (Suz); 3. Richie Brooker (Hon); 4. Mike Bremer (Hon); 5. Mike Credden (Yam).
125 C: 1. Mike Tidey (Yam); 2. Brad Stoller (Suz); 3. Glenn Campbell (Yam); 4. Chris Schmulbach (Kaw); 5. Zac Freeman (Hon).
250/OPEN A-1: 1. Gary Paul (Kaw); 2. Mike Jones (Hon); 3. Marcus Pedero (Hon); 4. Kyle Tallent; 5. Rick Chew.
250/OPEN A-2: 1. Mike Jones (Hon); 2. Kyle Tallent.
250 B: 1. Joe Cartier (Suz); 2. Ernie Millan (Hon); 3. David Kuxhauson (Hon); 4. Jeffery Lamp (Hon); 5. Claude McQuaig (Suz).
250 C: 1. Ed Garlin (Hon); 2. Brett Singer (Yam); 3. David Prince (Hon); 4. Chip Galliano (Kaw); 5. Donald Leddy (Yam).
OPEN NOV: 1. Rick Perry (Yam); 2. John Larmoyeux (Hon); 3. John Gillespie (Hon); 4. Mark Bazinet (Kaw); 5. Rob Lewis (Hon).
SR: 1. Jim Marchant (Kaw); 2. Ernie Millan (Hon); 3. Paul Shaddix (Yam); 4. Donald Leddy (Yam); 5. Charlie Jones (Hon).
25+: 1. Joe Cartier (Suz); 2. Boots Stilling (kaw); 3. Rick Chum; 4. David Kuxhausen (Hon); 5. Mike Mims (Yam).
12-15: 1. Chris Brown (Kaw); 2. Mike Tidey (Yam); 3. Barry Sanders (Suz); 4. Kenny Hanson (Kaw); 5. Todd Rion (Yam).
15-24: 1. Gary Paul (Kaw); 2. Wes Keenum (Yam); 3. Brian Broussard (Yam); 4. Ernie Millan (Hon); 5. Richie Brooker (Hon).
OPEN MONEY-1: 1. Gary Paul (Kaw); 2. Mike Jones (Hon); 3. Marcus Pedero (Hon); 4. Rick Chew (Hon); 5. Kevin Perry (Yam).
OPEN MONEY-2: 1. Gary Paul (Kaw); 2. Mike Jones (Hon); 3. Kevin Perry (Yam); 4. Rick Chew (Hon).

Harris, Newhouse top Peaceful Cove MX

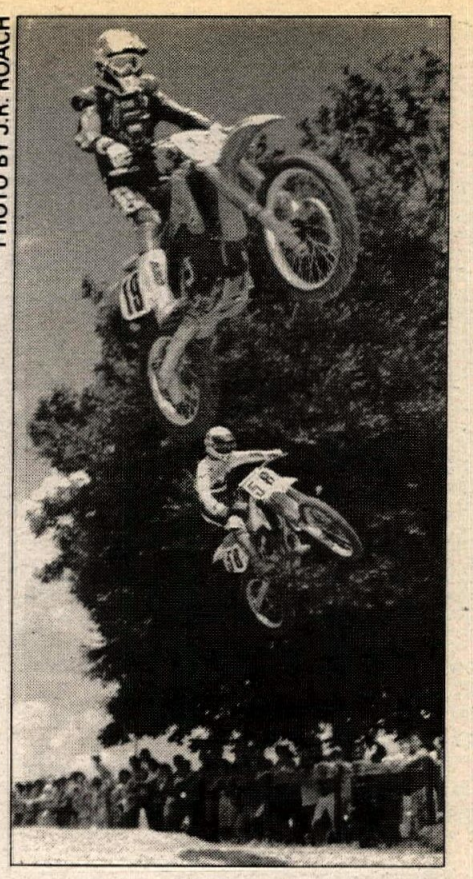
By Mike Thulsen

BOISE, ID, JULY 16

O'Neal/Smith Goggles/Maier/Maxima/Desert Mtn. Cycle/Dad-backed Mike Harris used consistency as the key to victory in the 250cc Expert class, while Honda 125-pilot John Newhouse slammed the tenacious 125cc Intermediates at Owyhee M/C's Stadium Cross motocross.

Pro Circuit/Jack Oberbillig/Boise Honda-supported Corey Barton, in his first race in two yeaars, pulled Steve Henry, Mark Hall, Harris, John Palleria and the rest off the start. Hall moved past Henry and collided with Barton in the air off a giant jump before the first turn, spectacularly crashing and putting both of them dead last.

PHOTO BY J.R. ROACH



Wes Keenum (58) flew by Derek Youngblood (19) to win the 125cc A class at Reddick.

Barton remounted quickly to stab and rip through the dusty pack to challenge Palleria as Harris made his move on Henry to take over the lead. Suddenly, within a couple laps, Barton jumped the double to vault past Harris into first. Barton built a cushion over Harris and Palleria to take the win, with Hall finishing fourth. Henry severely injured his foot and was unable to complete the moto.

Hall and Barton again clashed at the beginning of the second moto, this time lasting one more set of jumps before Barton went down and forcing Harris off the track. Hall cruised out front with Harris wildly attacking the track to slice through the pack, taking second and the overall victory. Barton did not finish after taking a hard hit over a jump.

While Michael Oliver blitzed both 125cc Expert motos over brother Kenneth Oliver and Jamie Steelsmith, the hottest 125cc action of the evening was in the Intermediate and Beginner classes. Newhouse held control of the first Intermediate moto until the very end, when Pro Circuit/Jeff Hicks/Boise Honda-backed Kip Smith sliced into the lead. Newhouse came back in the second moto to win convincingly.

After winning the first 125cc Beginner moto, Honda-mounted Kirk Moore bailed in the second. Moore hopped back into the chase, charging by Chad Rich, A.J. Belcher, and Steve Sabala to collect the overall.

Results

250 EX: 1. Mike Harris (Kaw); 2. Mark Hall (Hon); 3. John Palleria (Hon).
125 EX: 1. Michael Oliver (Hon); 2. Kenneth Oliver (Hon); 3. Jamie Steelsmith (Hon).
VET EX: 1. Bob Krah (Yam); 2. Herb Nachtigall (Hon); 3. Steve Hrnry (Kaw).
OPEN INT: 1. Rich Mecier (Hon); 2. Andy Sites (Kaw); 3. Jay Roberts (Hon).
250 INT: 1. Brian Gafford (Hon); 2. Chris Crowell (Hon); 3. Tommy Aby (Hon).
125 INT: 1. John Newhouse (Hon); 2. Kip Smith (Hon); 3. Steve Dorsey (Hon).
80 INT: 1. Dax Lopez (Yam); 2. Jason Rich (Kaw); 3. Chris Kelley (Kaw).
VET INT: 1. Bruce Garman (Yam); 2. Jeff Murray (Hon); 3. Leroy Smith (Kaw).
OPEN B: 1. Mike Gentry (Hon); 2. Pat Whittet (Hon); 3. Bill Dougherty (Hon).
250 B: 1. Jay Easterday (Hon); 2. Bryan Larrea (Kaw); 3. Tom Kober (Hon).
125 B: 1. Kirk Moore (Kaw); 2. Steve Sabala (Kaw); 3. A.J. Belcher (Hon).
VET B: 1. Chuck Wright (Hon); 2. Tom Harris (Hon); 3. Dick Rockrohr (Hus).

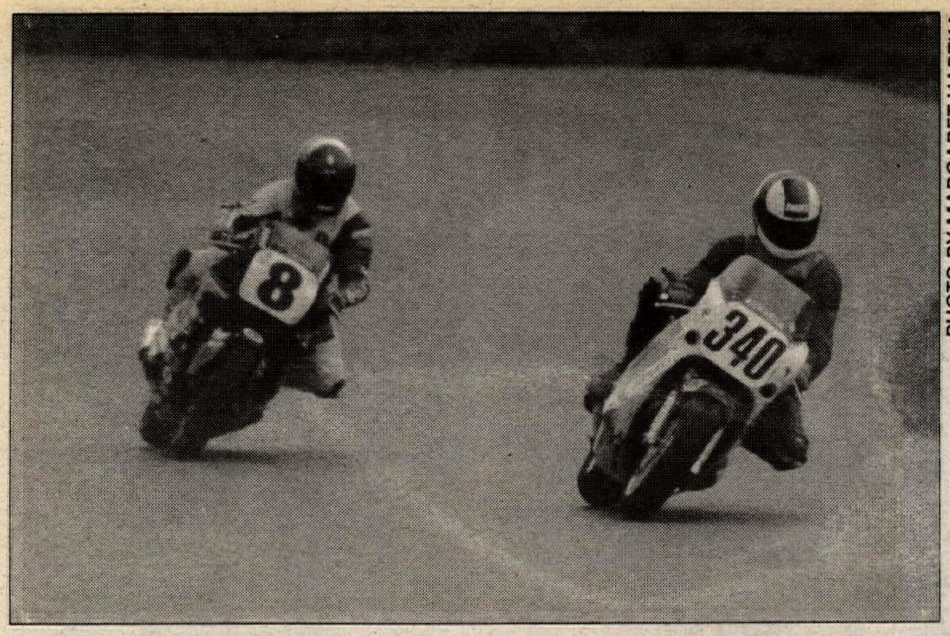


PHOTO BY MARGARET HARTKA

Doug Tosten (8) grabbed second place in the Formula Open class at Summit Point Raceway over Randy Hess (340). Glen Szarek won.

80 B: 1. Robbie Drinkard (Hon); 2. Shad Greear (Hon); 3. Bodie Bates (Yam).
MICRO: 1. Danny Smith (Kaw); 2. Brian Sweaney (Kaw); 3. Mitch Ward (Kaw).

Arena on top at Baylands MX

By Mike Vancil

FREMONT, CA, JULY 16

Matt Arena took his Honda to an impressive double moto win in the Open Pro class at the Friday night motocross at Baylands Raceway Park. Randy Denton stayed close and challenged several times on his Yamaha but could not pass. Taking third in both motos was Mark Porter on his Honda. At the start Arena was quicker off the line and never had to look back. Each time Denton would close the gap Arena would promptly open up to again have a comfortable margin.

In 125cc Beginner class action Mark Klauser got the win in division two with consistent good finishes in both motos. His win came because his 2-1 positions totalled 5 to tie first-moto winner Rick O'Halloran, but the second moto third of Klauser was better than the fourth of O'Halloran.

Bumble Bee Racing Team members Sean and Tyler Hummel cleaned up the 125 and 250cc Junior classes, winning all four motos entered. Tyler, on the 125, had the tougher job because he had to beat seven other participants while Sean took on three competitors.

In both 250cc motos Sean got out into the lead early and stayed there. The 125cc motos were different as Tyler had to come from third and fourth at the start to take the lead.

In Vet Master action it was the customary battle between Honda-sponsored Duane Hughes, Cycle Gear/Peninsula Honda/Lab-Tronix/After Shocks Rock Oil and Phil Douglas on a Honda sponsored by After Shocks. In tonight's battle the 2-1 finish of Hughes gave him the overall while Douglas took second with a 1-2 record. Larry Baker on his Honda was third in both motos. Douglas came from way back in moto one to win but seemed to loose some of his fire in moto two.

Results

MINI 80 BEG: 1. Albert Iniguez (Kaw); 2. Danny Jacobo (Suz); 3. David Augustine (Yam); 4. Mike Dennis (Kaw); 5. Paul Romanoff (Kaw).
MINI 80 JR: 1. Aaron Cantrelle (Kaw); 2. Donnie Bettencourt (Kaw).
BIG WHL 101: 1. Greg Allen (Kaw).
125 BEG D-1: 1. Duane Polsley (Hon); 2. Tyr Denlinger (Hon); 3. Mike Sexton (Hon); 4. Steve Barthram (Hon); 5. Leonard Madera (Yam).
125 BEG D-2: 1. Mark Klauser (Kaw); 2. Rick O'Halloran (Suz); 3. Chris Hops (Hon); 4. Jeff Ingram (Hon); 5. Michael Rich (Suz).
125 JR: 1. Tyler Hummel (Suz); 2. Scott Shade (Yam); 3. Greg Bunting (Yam); 4. Steve Humrich (Yam); 5. Carl Lindemann (Kaw).
250 BEG: 1. Tyron Farley (Yam); 2. Jason Shade (Yam); 3. Mike Hodges (Hon); 4. Jeffrey Eaton (Yam); 5. Robert Foster (Yam).
250 JR: 1. Sean Hummel (Suz); 2. Greg MacArthur (Yam); 3. Don Mendenhall (Suz); 4. Matt King (Hon).
250 INT: 1. Scott Lohr (Hon); 2. Phil Douglas (Hon).
OPEN BEG: 1. Scott Edwards (Hon); 2. Scott Wright (Yam); 3. Chris Cameron (Kaw); 4. Kevin Yarnell (Hon); 5. James Skelly (Hon).
OPEN JR: 1. Richard Wilson (Hon); 2. Daryl Hutchings (Yam); 3. John Lea (Hon).
OPEN INT: 1. Jon Nicolaus (Kaw).
OPEN PRO: 1. Matt Arena (Hon); 2. Randy Denton (Yam); 3. Mark Porter (Hon).
Q 250 BEG: 1. Shannon Barkett (Suz); 2. Philip Strong (Kaw).
Q 250 PRO: 1. Jon Delagnes (Hon); 2. Jeff Olk (Suz).
Q OPEN BEG: 1. Fred Poli (Suz).
Q OPEN JR: 1. Niclas Granlund (Suz).
VET JR: 1. Mike Sterling (Kaw); 2. Ken Campbell (Hon); 3. Paul Flores (Hon); 4. Mike Dennis (Kaw).
VET INT: 1. Gary Remmen (Yam).
VET MSTR: 1. Duane Hughes (Hon); 2. Phil Douglas (Hon); 3. Larry Baker (Hon).
OT JR: 1. Stan Wood (Hon); 2. Charles Regruto (Cag); 3. Michael Malone (Hus).

Reynard rules Motorcycle Raceways Motocross

By Beth Cooper

OKLAHOMA CITY, OK, JULY 16

In the heated competition at the Motorcycle Raceways Ninth Annual Dr. Pepper Race of Champions young Robbie Reynard seemed to be unbeatable. Taking first in the Mini Mini, Mini Jr, and Mini Open classes, Reynard was definitely on the gas.

Moto two started out to be a repeat of moto one until, in the Mini Sr. class, Reynard fell, dropping him back to 28th. This didn't stop him as he got up and pulled off a third overall.

In the Mini Open class, Jared Hamby challenged Reynard for the lead. Hamby stayed right on Reynard's rear fender, waiting for him to make a mistake, but he couldn't get around Reynard who took the overall.

Results

OVER 30: 1. Brad Boddy; 2. Jerry Morrison; 3. Tommy Abbitt.
P/W: 1. Eli Slater; 2. Earl Kepart; 3. Bubba Ellis.
125 NOV: 1. Rudy Heathcott; 2. Todd Bates; 3. Ron Ainsworth.
MINI JR: 1. Robbie Reynard; 2. Andy Bowyer; 3. Craig Morren.
MINI BEG: 1. Aaron Brownie; 2. Richard Anderson; 3. Brian Sayer.
OPEN: 1. Greg Brown; 2. Mike Morrison; 3. John Wilbanks.
MINI SR: 1. Clifford Adoptante; 2. Clint Walker; 3. Robbie Reynard.
250 OPEN: 1. Jon Garner; 2. Eric Sutton; 3. Robby Clemmer.
MINI MINI: 1. Robbie Reynard; 2. Andy Bowyer; 3. Craig Morren.
125 OPEN: 1. Hank Walker; 2. Kenny Howard; 3. Jon Garner.
MINI OPEN: 1. Robbie Reynard; 2. Clifford Adoptante; 3. Jared Hamby.
250 EX: 1. Cliff Palmer; 2. Clint Jones; 3. Steve Bayles.
250 NOV: 1. Jim Webb; 2. Larry Byers; 3. Steve Travis.
OVER 30 MSTR: 1. Rob Reynard; 2. Scott Creed; 3. Treu Jorski.
250 BEG: 1. Roger Starnes; 2. Kevin Ford; 3. Mike Sullivan.
125 EX: 1. Cliff Palmer; 2. Brett Shumate; 3. Whispern Smith.
PP: 1. Melissa Hendrin; 2. Aimee Shumacher; 3. Lorie Siever.
OUTLAW: 1. Greg Brown; 2. Brent Peterson; 3. Kenny Howard.

Szarek tops Mother Nature at WV RR

By Rodney S. Tosten

SUMMIT POINT, WV, JULY 23-24

Besides Glenn Szarek, the biggest winner of the weekend at Summit Point Raceway was the rain. On Saturday, WERA officials wisely cancelled the heat races and postponed the endurance race to Sunday morning.

When the rain wasn't falling, Szarek was winning. Szarek's first win, on his Suzuki 750, sponsored by MD Yamaha and Suzuki, was in the endurance race riding for Team Spike. Szarek obtained the lead by turn one and was never challenged, finishing the race with three laps more than second-place Team Ohio. Szarek continued his winning through the B Production, B Superbike and Formula Open classes. However, his perfect day was ruined by Randy Hess, on a Suzuki 750, in the A Production class. Szarek placed second behind Hess.

The only other person close enough to Szarek to see his bike was Doug Tosten on his Yokohama/RES/Turbo Blue/Coors/Pro Engineering/KAS/Ingram's Honda/D&D Exhaust/Kayo Corp.-sponsored Honda CBR600 Hurricane. Tosten placed second behind Szarek in the B Production class. Tosten had led from the start in C Production and eventually built a 12-second lead. Tosten was helped by Jimmy Filice's ex-mechanic, James Michaels.

Even though David Murry finished behind Tosten in the C Production race, he and his crew were determined to win the C Superbike race. Coming from third place, Murry obtained the lead in turn one. Tosten, on his 600 Supersport machine, was unable to catch Murry on his 600 big-bore. When Tosten and Murry exited turn 10, Murry would pull Tosten up the main straight. Murry's sponsored by Skyline Honda/State Line Racing/Pugh Auto.

Results

F-OPEN EX: 1. Glen Szarek (Suz); 2. Doug Tosten (Hon); 3. Randy Hess (Suz); 4. Charles Elstener (Hon); 5. Clarke Ohstrom (Suz).
F-2 EX: 1. Robert Von Nessen (Yam); 2. David Murray (Yam); 3. Ron Gelwicks (Yam); 4. Larry Burkholder (Yam); 5. Fabian Cortez (Yam).
VINT 4: 1. Mike Tiberio (Guz); 2. Karl Myers (BMW); 3. Jake Coye (Duc); 4. Jim Siemer (Duc); 5. Bob Vokac (Tri).
ENDUR O/A: 1. Team Spike (Suz); 2. Team Ohio (Hon); 3. In Too Deep (Yam); 4. D.E. Briggs Racing (Suz); 5. Motor Head (Suz).
F-2 NOV: 1. Terrence Fenwell (Yam); 2. Tom Dofflemyer (Yam); 3. Richard Bolen (Yam); 4. Daniel Kerekes (Yam); 5. Jimmy Shanks (Yam).
C S/EX: 1. David Murry (Hon); 2. Doug Tosten (Hon); 3. Steve Harrison (Hon); 4. Gary Sweeting (Hon); 5. Rex Miller (Hon).
VINT 5: 1. Jake Coye (Kaw); 2. Thomas Dettore (kaw); 3. Bob VoKac (Suz); 4. Mike Tiberio (M-G); 5. Broderick Walker (Suz).
C S/BK NOV: 1. Scott Beasley (Hon); 2. Joe Ribiero (Hon); 3. Bryan Bemisderfer (Suz); 4. Arthur Diaz (Hon); 5. Dennis Dougherty (Yam).
D PROD EX: 1. David Smith (Yam); 1. Rick Steffey (Yam); 3. Geoffrey Smith (Yam); 4. Eric Littlefield (Hon).
VINT 2: 1. Jake Cove (Duc); 2. Brad Morrison (Duc); 3. Jim Siemer (Duc); 4. Bruce Allen (BSA); 5. John Wybenger (Duc).
F-3: 1. Tom Exinger (Kaw); 2. Frank Beck (Hon); 3. Harry Morse (Hon).
D PROD NOV: 1. Barry Iddings (Yam); 2. Dan Kerekes (Yam); 3. Jim Habel (Kaw); 4. Rick Mercante (Yam); 5. Tom Dunn (Kaw).
A PROD EX: 1. Randy Hess (Suz); 2. Glenn Szarek (Suz); 3. John Lopez; 4. Randy Bolinger (Suz); 5. Morrie Annis (Yam).
A PROD NOV: 1. John Marulich (Suz); 2. Jay Bartlow (Suz); 3. Bob Gibson (Suz); 4. Joe Milausi (Suz); 5. Paul Youngman (Yam).
C PROD EX: 1. Doug Tosten (Hon); 2. David Murray (Hon); 3. Rex Miller (Hon); 4. Steve Harrison (Hon); 5. Broderick Walker (Hon).
C PROD NOV: 1. Arthur Diaz (Hon); 2. Larry Goldstein (Hon); 3. Brian Miller (Hon); 4. Tom Bickerstaff (Hon); 5. Bill Lumadue (Yam).
B S/BK EX: 1. Glenn Szarek (Suz); 2. John Lopez (Suz); 3. Brian Gristick (Hon); 4. Charles Elstner (Hon); 5. Thomas Runkle (Suz).
B S/BK NOV: 1. J. Marunich (Suz); 2. Jay Bartlow (Suz); 3. Paul Youngman (Yam); 4. Bob Gibson (Suz); 5. Mark Rowe (Suz).
CLBMN EX: 1. Keith Wakefield (Hon); 2. Gary Palmer (Yam); 3. Clif Niblock (Hon); 4. Bert Morgan (Yam); 5. Forrest Kernsi (Yam).
CLBMN NOV: 1. Jimmy Shanks (Yam); 2. Greg Alt (Yam); 3. Gary Callahan (Yam); 4. Chuck Hess; 5. Baynard Michael (Yam).
VINT 1: 1. Brad Morrison (Duc); 2. Bob Vokac (Oss); 3. Kevin Begley (Suz).
B PROD EX: 1. Glenn Szarek (Suz); 2. Doug Tosten (Hon); 3. Randy Hess (Suz); 4. John Lopez (Suz); 5. Fabian Cortez (Suz).
B PROD NOV: 1. John Marunich (Suz); 2. Bob Gibson (Suz); 3. Paul Youngman III (Suz); 4. Mark Rowe (Suz); 5. Robin Nicholas (Yam).
D S/BK EX: 1. Robert Von Nessen (Yam); 2. Larry Burkholder (Yam); 3. Fabrian Gortez (Yam); 4. Ron Gelwicks (Yam); 5. John Lowman (Yam).
D S/BK NOV: 1. Dan Kerekes (Yam); 2. Greg Alt (Yam); 3. Rich Bolen (Yam); 4. Mark Christie (Yam); 5. Mike Tilley (Yam).
VINT 3: 1. Bob Vokac (Tri); 2. Jake Coye (Duc); 3. Brad Morrison (Duc); 4. Jim Siemer (Nov).

Lusk, Martin master Echeconnee MX

By Toni Anthoni

MACON, GA, JULY 10

Team Green's Ezra Lusk and Georgia Cycle Supply's Tommy Martin were the big winners at Echeconnee MX's second race of the '88 season, which drew over 250 riders from four states.

Martin took convincing wins in all three Pro classes and had a perfect day, winning all six motos in the 95-degree heat.

Lusk dominated both the Senior and Super Mini classes, winning both motos of the Senior Mini class with Suzuki-mounted Johnny Dean placing second each time. Lusk also topped both motos of the Super Mini class followed by Matt Shue and Dean.

Moto one of the 125cc B class saw Ernest Harbin take the early lead followed closely by Steve Sanders and Jason Grogan. The order remained this way until lap five when Sanders stuffed by Harbin to take the lead. Sanders took the moto win ahead of Harbin, while Jason Colman recovered from a first-turn crash for third.

Moto two was a different story as Colman grabbed the holeshot and was never headed, taking the moto and the overall win with Harbin taking second and Sanders third.

In Open B class action Wallace Fincher put his Cycle World of Gasden Honda XR 600 out front early in moto one and cruised to victory over Dan Lipscomb and Michael Henderson. It was not so easy in moto two as Lipscomb nailed the holeshot and Fincher went down in turn one. Fincher remounted and charged though the pack to catch Lipscomb. As the white flag fell Fincher passed Lipscomb to take the victory.

Jason Greir rode his Suzuki to the overall victory in the Junior Mini class with a 2-2 score over Patrick Hizel's 1-3 and Jason Sybert's 5-1.

Results

50: 1. Mason Will (Yam); 2. Matt Walker (Yam); 3. Aaron Lindsey (Yam); 4. Jimmy Reaves (Yam); 5. Jason Dunn (Yam).
60: 1. Rickey Carmichael (Kaw); 2. Jason Sybert (Kaw); 3. Danny Haynes (Kaw); 4. Kimberly Sybert (Kaw); 5. Kyle Kelly (Kaw).
JR MINI: 1. Jason Greir (Suz); 2. Patrick Hizel (Kaw); 3. Jason Sybert (Hon); 4. Cris McNeil (Kaw); 5. Ricky Carmicheal (Kaw).
SR MINI: 1. Ezra Lusk (Kaw); 2. Johnny Dean (Suz); 3. Matt Shue (Kaw); 4. Andre Pene (Hon); 5. Brian Raymond (Suz).
S/MINI: 1. Ezra Lusk (Kaw); 2. Matt Shue (Kaw); 3. Johnny Dean (Suz); 4. Andre Pene (Hon); 5. Brian Raymond (Suz).
125 C: 1. Brian Roberson (Kaw); 2. Brett Cummings (Yam); 3. Chris Baker (Hon); 4. Jon Krieger (Hon); 5. Mike Coleman (Kaw).
125 B: 1. Buz Dyer (Hon); 2. Dan Lipscomb (Hon); 3. Jason Colemen (Hon); 4. Todd Downs (Yam); 5. Jake McClure (Yam).
125 A: 1. Tommy Martin (Hon); 2. Mike Goolsby (Hon); 3. Rick Lindell (Yam); 4. Danny Payne (Hon); 5. Ross Johnson (Hon).
250 C: 1. Brian Roberson (Kaw); 2. Shane Pene (Suz); 3. Chris Nantz (Hon); 4. Randy Tomlinson (Suz); 5. Allen Rucker (Kaw).
250 B: 1. Jason Coleman (Hon); 2. Ernest Harbin (Hon); 3. Steve Sanders (Hon); 4. Brad Hayes (Hon); 5. Todd Downs (Yam).
250 A: 1. Tommy Martin (Hon); 2. Mike Goolsby (Hon); 3. Bruce Buerk (KTM); 4. Rick Lindell (Yam); 5. Jay McCellen (Yam).
OPEN B: 1. Wallace Fincher (XR); 2. Dan Lipscomb (Hon); 3. Michael Henderson (Hon); 4. Lynn Hicks (Hon); 5.. Ricky Lamb (Hon).
SR MEN: 1. David Morse (Kaw); 2. Lynn Hicks (Hon); 3. Robert Abee (Yam); 4. Pete Hammock (Kaw); 5. Ray Carrol (Yam).
S/SR MEN: 1. Randy Tomlison (Suz); 2. Steve Corlee (Hon); 3. Charlie Owens (Hon); 4. John Krieger (Kaw); 5. George Byrd (KTM).

PHOTO BY M.R. EDGE

Kawasaki-mounted Mike Guthrie (4) won the 125cc Expert class at Kincaid Park in Anchorage after getting by Greg Chatterton (711).

Gray stars at Holeshot Hills Motocross

By Susan Willian

MIAMITOWN, OH, JULY 23

Jason Gray landed the overall wins in the 125cc A and Schoolboy classes at Holeshot Hills MX.

In the 125cc A class Chad Walker took an early lead in moto one followed by Gray. The pair zoomed around the course as Gray stategically looked for a place to get by Walker. Gray finally made his move, taking the lead. Walker attempted to repass Gray but Gray began pulling from Walker's reach for the win followed by Walker at the finish line.

Gray dominated moto two as Walker landed another second.

Gray went 1-1 in the Schoolboy class after Bill Burba, running second, pulled from the track for a DNF, putting Jason Tactus second.

Robbie Sturgell, Adam Merrick, Justin Phelps and Gerald Howell, the first four riders in the 80cc Senior class, piloted their machines around the course as Phelps jumped into second place past Merrick. Phelps closed the distance to Sturgell and looked for an opportunity to go by. Phelps finally got by Sturgell as Sturgell was slowed by a lapped rider. Phelps then stretched his first-place position over Sturgell. Meanwhile, Merrick, running third, ran off the track for a DNF, putting Howell into third.

Merrick led from start to finish in moto two as Sturgell moved into second followed by Phelps. Sturgell went down but was back underway, dropping to third as Phelps moved into second. Phelps took second with Sturgell third, putting Phelps first overall with a 1-2 score while Sturgell took second with a 2-3.

In the 125cc B class Chris Donaldson and Roy Randlett were the early leaders. In the first lap of action, Donaldson overshot a tabletop jump to drop to 17th, putting Randlett into the lead. Donaldson picked his way up to third to hound second-place Don Robinson, who used defensive strategy to hold off Donaldson for a short while until Donaldson moved into second. Donaldson was soon on the rear fender of Randlett, who still held the lead. Lap after lap Randlett led with Donaldson chasing. Donaldson waited for Randlett to err and took over first at the finish with Randlett taking second.

Donaldson returned in moto two for the win as Robert Hearth, who finished fourth in moto one, took second and Randlett took third.

Results

250 C: 1. Stephen Merlow (Yam); 2. Scott Frieszell (Hon); 3. Mel Lewis (Hon).

125 C: 1. Roy Randlett (Suz); 2. Ray Hastings (Hon); 3. Scott Devire (Kaw).

P/W: 1. Jason Juskaw (Yam); 2. Michael Ivers (Yam); 3. Joey Randolph (Yam).

SCHBY: 1. Jason Gray (Suz); 2. Jason Tackus (Yam); 3. Matt Hyden (Cag).

L/W A: 1. Jason Gray (Suz); 2. Chad Walker (Kaw); 3. James Horton (Kaw).

OPEN B: 1. Dan Daven (Hon); 2. Jerry Crooks (Suz); 3. Scott Dung (Kaw).

80 JR: 1. Larry Cobb (Suz); 2. Michael Smith (Suz); 3. Colt Beal (Suz).

125 B: 1. Chris Donaldson (Suz); 2. Roy Randlett (Suz); 3. Robert Heareth (Kaw).

VET: 1. Doug Sanger (Suz); 2. Kenny Reif (Suz); 3. Steve Donaldson (Hon).

250 B: 1. Doug Sanger (Suz); 2. Don Robinson (Hon); 3. James Slukenlorg (Hon).

80 SR: 1. Justin Phelps (Yam); 2. Robbie Sturgell (Kaw); 3. Gerald Howell (Hon).

60: 1. Colt Beal (Hon); 2. Shawn Randolph Kaw; 3. Jason Juskae (Kaw).

80 C: 1. Chris Strunk (Suz); 2. Gerald Howell (Hon); 3. Steve Cross (Suz).

Blanchard doubles at Kincaid Park MX

By M.R. Edge

ANCHORAGE, AK, JULY 24

Ralph Blanchard won both the Pro and 250cc Expert classes at the Alaska Motorcycle Racing Association's Kincaid Park Motocross. Blanchard has been a regular winner in this season's 250cc Expert class but has been runner-up in the Pro class to Joe Good. Good suffered a neck injury in a race on July 3 and will miss most of the season. Blanchard used Good's absence to his advantage to win every moto be entered.

Good's teammate, Todd Haney, dueled with Blanchard in both classes but had to settle for seconds. Kawasaki of Anchorage teammates Mike Guthrie and Greg Chatterton traded wins in the 125cc Expert class with Guthrie taking the overall after winning the second moto.

Vet class action found regular winner Mike Phillips with a third overall after he followed his first moto win with a second moto crash and a resultant sixth. Mark Faeo took the overall win. •

Results

50 NOV: 1. Joshua Larson (Yam); 2. Corinne Redick (Yam); 3. Shawn Grande (Yam).

60 NOV: 1. Luke Rambur (Kaw); 2. Marc Henderson (Kaw); 3. Joey Jessal (Yam).

80 NOV: 1. Josh Rambur (Kaw); 2. Chris Bault (Hon); 3. Casey Johnson.

80 EX: 1. Roger Lindstrom (Kaw)); 2. Gary Gordon (Hon); 3. Scott DeWinter (Kaw).

125 NOV: 1. Matt Galbraith (Kaw); 2. Wayne Siimonds (Kaw); 3. Kenny Gordon (Hon).

125 EX: 1. Mike Guthrie (Kaw); 2. Greg Chatterton (Kaw); 3. Avon Niles (Hon).

250 NOV: 1. Troy Hix (Kaw); 2. Bob Faeo (Suz); 3. James Croy (Suz).

250 EX: 1. Ralph Blanchard (Kaw); 2. Todd Haney (Suz); 3. Jim Stewart (Suz).

500 NOV: 1. Brian Larson (Yam); 2. Dan Modglin (Kaw); 3. Matt Hurst (Kaw).

500 EX: 1. Bruce Stingley (ATK); 2. Jim McClain (Kaw); 3. Brad Bomhoff (Hon).

VET: 1. Mark Faeo (ATK); 2. Mitch Alden (Yam); 3. Mike Phillips (KTM).

PRO: 1. Ralph Blanchard (Kaw); 2. Todd Haney (Suz); 3. Lance Leneave (Kaw).

RESULTS

Hare Scrambles
Salem MC Inc
Salem, OH
By M.L. Miller
July 17

O/A	
Jeff Bonasera	Yam
JR MINI	
Jaime Martin	Hon
Greg Yankowski	Yam
SR MINI	
Brent Abel	Kaw
Mark McGath	Kaw
Jack Mills	Suz
Daryl Conner	Yam
Mark Stalmaker	Kaw
125	
Bob Brooks	Kaw
Scott Plance	Hon
John Janci	Yam
Jason Huffman	Hon
Jimmy Kendrick	Kaw
200	
Craig Betz	Yam
Ron Laughlin	Kaw
Brad Eller	C-A
David Ulizio	Kaw
Scott Galloway	Kaw
250	
Ray Vagarasota	Hon
Dwain Conner	Yam
Shane Smith	Suz
Jack Steele	Hon
James Stabler	Hon
OPEN	
Flip Jendre	KTM
Robin Miller	Hon
Maurice Saikaly	Hon
Lou Giovanni	Hon
Scott Braden	Hus
SR-1	
Al Chuppa	Hon
John Gallagher	Hus
Marty Heben	Yam
Lennie Rhoads	Kaw
Henery Huffman	Hon
SR-2	
Herb Leppelmeier	KTM

Motocross
County Line Raceway
Vance, AL
July 23
By Dixie Cash

50	
Nigel Gunthanp	Yam
50 PP	
Jackie Gunthanp	Yam
80 SR B	
Ernie Whitehead	Kaw
80 SR C	
Marty Lucas	Yam
Danny Franklin	Kaw
Dale Newman	Kaw
Robert Cloninger	Hon
Stephen McConnell	Kaw
125 B	
Lee Nichols	Suz
Chance Bond	Hon

Motocross
Mosier Valley
MX Park
Euless, TX
July 29

50	
Gabriel MMolina	Yam
Alea Shinn	Yam
Justin Pratt	Suz
60	
Billy Gartman	Kaw
Joe McIntyre	Kaw
Tony David	Kaw
Aaron Selden	Kaw
Tony Garcia	Kaw
80 BEG A	
Brad Combs	Hon
Jason Narramore	Yam
Donnie Franklin	Kaw
Mark Kirk	Hon
Tony Davis	Suz
80 BEG B	
Ronnie Sêbren	Yam
Travis Franklin	Kaw
Travis Shelman	Yam
Clint Collard	Hon
Van Whisley	Kaw
80 NOV	
Keith Adams	Hon
Brian Frye	Kaw
Mike Shelman	Yam
Jeremy Langston	Yam
80 INT	
Wes Johnston	Kaw
Che Rotramble	Hon
Jerry Hill Jr	Suz
Joe McIntyre	Kaw
125 BEG A	
Gary Gorham	Kaw
Doug Gill	Hon
Craig Mullins	yam
Ryan Boehm	Hon
Vince Haisler	Yam
125 BEG B	
Kurt Benoele	Kaw
Steve Hull	Yam
Terry McClure	Kaw
Darren Doherty	Hon
Erik Murphy	Kaw
125 NOV	
John Wise	Yam
Jeff Schwirtz	Hon
Steve Barton	Kaw
Rodger Barton	Hon
James Williams	Kaw
250 BEG A	
Daniel Olson	Kaw
Darren Brawn	Hon
Dave Drumm	Suz
Craig Cordes	Kaw
Keith Matthews	Yam
250 BEG B	
Rickey Brown	Hon
Kevin McKnight	Kaw
Richard Gomez	Suz
Randall Holmes	Hon
Landon Mitchell	Hon
250 NOV	
Bobby Christiason	
David Chandler	Suz
Bart Spears	Yam
James Reed	Yam
Jerry Stewart	Hon
OPEN NOV	
Martin Talbot	ATK
James Groman	Hon
Steve Reavis	Kaw
Greg Franks	Hon
Tim Thompson	Kaw
OVER 30 NOV	
Jim Mallewick	Hon
Ralph Robinson	Kaw
Steve Rich	Yam
Roger Hardman	Hon
Jeff Haney	Hon
OVER 30 EX	
Johnny Adams	Hon
Rod Young	Hon
Joe Busby	Hon
Chuck Tresidder	Hon
Jerry Hill	Suz
INT	
Tim Portz	Kaw
Danny Townes	Kaw
Steve Perdue	Yam
David Widmer	Hon
Jerry Benner Jr	Kaw
EX	
Clay Hoenshell	Suz
Terry Tinney	Hon
Rod Young	Hon
Doug Watson	Hon
Jerry Hill	Suz

Motocross
County Line Raceway
Vance, AL
July 23
By Dixie Cash

125 C	
Paul Fincher	Hon
Tim McCord	Hon
Frank Harrison	Suz
Chris Rollins	Yam
Robert Anderson	Kaw
250 A	
Landon Carter	Suz
250 B	
Jeff Shealy	Hon
Buddy Phillips	Kaw
Duane Martin	Suz
250 C	
Danny Williams	Kaw
Ben Easley	Kaw
Rodney Boyd	Suz
Shane Price	Hon
Robert Springer	Yam
250 2 YR & OLDER BIKE	
Jim Morton	Kaw
OPEN	
Joey Smith	Kaw
Alan Thomas	Hon
Daniel Davenport	Hon
Dennis Terry	Hon
OPEN 2 YR & OLDER BIKE	
Roy Dugger	Hon
Mike Kosloff	Hon
ENDR	
Tom Snyder	Yam
Wayne Willis	Kaw
Philip Darden	Hon
Ken Hood	Suz
Wade Greene	Hon
SR MEN	
Terry Davis	Yam
Mike Gunthanp	Yam
OT	
Llyod Newman	Hon
250 PP	
Janice Phillips	Kaw

Motocross
Sports Riders
Association of
Colorado
Sterling, CO
July 16,

60 NOV	
Jeremy Greenwood	Kaw
80 NOV	
Kevin Martin	Suz
Bryan Shepit	Hon
Nathan Bunn	Kaw
80 AM	
Shawn Secrest	Kaw
Lee Swink	Kaw
Brad Steinmiller	Kaw
80 EX	
Des Piihl	Kaw
125 NOV	
Evan Hughes	Hon
Brian Taylor	HOn
Bryce Perekrestenko	Kaw
125 AM	
Eric Ricke	Kaw
Jeff Nolan	Yam
Jeff Dressel	Hon
125 PRO	
Kip Sandell	Yam
Tim Buchli	Yam
Keith Campbell	Yam
250 NOV	
Dave Doran	Suz
Floyd Wilcox	HOn
Steve Leutz	Suz
250 AM	
Jeff Bargell	Kaw
Rusty Latimer	Hon
Jeff Moore	Yam
250 PRO	
Tim Buchli	Yam
Kip Sandell	Yam
Keith Campbell	Yam
VET NOV	
Boyd Lennberg	Hon
VET AM	
Mike Martin	Yam
Bobby Winter	Yam
WMN	
Tracy Frydendall	Yam

Motocross
Dallas Ricker MX
Kingsport, TN
June 19
By Gary Crider

NON-CUR (PRE '86)	
Jeff LaFluer	Hon
Allen Buchanan	Hon
Sam Mazich, Jr	Suz
Cletis Greene	Hon
ENDR	
Johnny Rasar	Kaw
James Fritts	Hon
65 MINI	
Kevin Carter	Yam
JR MINI	
Patrick Greer	Suz
Patrick Brown	Yam
SR MINI	
Patrick Greer	Suz
Mitchell Bailey	
Rodney Finchum	Kaw
Ryan McCann	Hon
125 C	
Alan Sparks	Kaw
Steven Ratliff	Suz
Mitchell Jones	Yam
Darrell Stallard	Hon
Shone Davis	Kaw
250 C	
Alan Sparks	Kaw
Jay Cutshall	Cag
Mitchell Jones	Yam
Chad Viers	Yam
Dennis Scalf	Kaw
OPEN AM	
Bill Davis	Hon
Jeff LaFleur	Hon
David Whitson	Hon
SR (30+)	
Steve Lady	Kaw
Gary Osborne	Hon
David Carter	Kaw
125 PRO	
Brian Stanley	Yam
250 PRO	
Jason Buttle	Suz

Motocross
Final Standings
Northwest
C'ship Series
Gresham, OR
August 1

PP	
Julie Kent	Hon
Deanna Holbrook	KTM
Dianne Hurst	Kaw
50	
Jason Hanson	Yam
Rick Haycock	Yam
Jonathan Beaver	Yam
60 (6-8)	
Jessy Williams	Kaw
Ryan Williams	Kaw
Michael Smith	Suz
60 (9-11)	
Doug McKuhn	Kaw
Eric Burkinshaw	Kaw
Nathan Gravelle	Kaw
80 INT	
Jason McCormick	Ryan
Huffman	Yam
Travis Berry	Yam
80 JR	
Forrest Transue	Kaw
Monty Harris	Hon
Troy Kibble	Kaw
80 BEG	
Ryan Hagemann	Kaw
Cory Bloomberg	Kaw
Russell Postma	Kaw
125 PRO	
Tony Graves	Hon
Grayson Hart	Hon
Eric Hall	Hon
125 INT	
Adam West	Hon
Scott Hickson	Kaw
Corey Halterman	Yam
125 JR	
Richard Browning	Yam
Mike Hamness	Kaw
Brett Bierek	Yam
125 BEG	
Jamie Bofman	Kaw
Trevor Levitt	Yam
Roman Ross	Kaw
250 PRO	
Tony Graves	Hon
Grayson Hart	Hon
Don Bisceglia	Hon
250 INT	
Steve Smith	Suz
Troy Stewart	Hon
Mike Crader	Hon
250 JR	
Brett Bierek	Yam
Kevin Yeager	Suz
Chris Sicilia	KTM
250	
Tom Marlin	Hon
Matthew Barnhart	Kaw
Rod Comstock	Kaw
OPEN PRO	
Reid Goldmann	Hon
Michael Stahl	Hon
OPEN INT	
Don Boespflug	Hon
Frank McKuhn	Hon
Don Tyler	Hon
OPEN JR	
Larry Legarra	Hon
Mike Markham	Hon
Jeffery McKinley	Hon
OPEN BEG	
Chris Younce	Jon
Gladman	Hon
Bob Lish	Hus
UTH	
Steve Smith	Suz
Scott Bergren	Hon
Ron Sun	Hon
OTH A	
Mitch Kirkpatrick	Kaw
Reid Goldmann	Hon
Craig Praus	Hon
OTH B	
Rick Roberts	Yam
Jack Coulter	Hon
Vince Figone	Hon
OTH C	
Blaine Hansen	Kaw
Russ Fletcher	Hon
Richard Younce	Suz
O/T EX	
Michael Hickman	Yam
Jim Lamkin	Hon
Roger Knight	Hon
O/T AM	
Bob Reed	Hon
Jeff Younce	Kaw
Doug Sawtell	Hon
O/T NOV	
Gene Chittim	Hon
Clifford Kobernik	Yam
Lou Collins	Yam

Motocross
Gary's Warrior
Warrior, Al
July 30
By Gary Ross

JR MINI	
Steve Parrish	Kaw
Jason Nail	Suz
SR MINI	
Peanut Ulrich	Kaw
Damien Brown	Kaw
Chris White	Kaw
125 C	
Joey Reid	Kaw
Scotty Simpson	Kaw
Jerry Dill	Kaw
125 B	
Joey Hargrove	Hon
Steve Courington	Kaw
Jeremy Hartsfield	Kaw
250 C	
Kenny Stowe	Suz
Jeff Martin	Hon
250 B	
Nick Pinegar	Suz
Joey Siragusa	Kaw
SR MEN	
Robert Pinegar	Kaw
Ricky Nail	Suz
John Cox	Cag
RUN	
Kevin Dollar	Kaw
Joey Siragusa	Kaw

Results should be sent to Results Editor, ATV News, P.O. Box 1030, Long Beach, CA 90801, ASAP after the event. Follow the above style: List type of event, track name, city and state, date of event and your name. List the top five finishers and the brand of bike each rode. Please use a typewriter and double space, or print legibly.

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M/C TIREWORKS

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series
8/14 Sweden
8/28 Czechoslovakia
9/11 Brazil
9/17 Argentina

World C'ship Endurance Road Race Series
8/13-14 Belgium

World C'ship TT Formula Road Race Series
9/4 Italy
9/25 England

World C'ship Superbike Road Race Series
8/28 Japan
9/4 France
9/11 Portugal
9/25 Australia
10/2 New Zealand

World C'ship 125cc MX Series
8/14 Finland
8/28 Switzerland

World C'ship 250cc MX Series
8/14 Argentina
8/28 Sweden

World C'ship 500cc MX Series
8/14 Luxembourg

World C'ship Observed Trials Series
8/21 Sweden
8/28 Finland
9/11 Poland

Motocross des Nations
9/11 France

International Six-Days Enduro
9/5-10 France

AMA/Camel Pro Series
8/14 Peoria, IL TT
8/27 Indianapolis, IN M
9/4 Springfield, IL M
9/11 Syracuse, NY M
9/24 Gardena, CA HM
10/8 Sacramento, CA M
10/2 Sonoma, CA RR
Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Dirt Track Series
8/12 Sturgis, SD ST 600
8/14 * Pebria, IL TT GNC
8/20 Hamburg, NY HM GNC
8/27 *Indianapolis, IN M GNC
8/28 Indianapolis, IN M GNC/600
9/3 Springfield, IL ST 600
9/4 * Springfield, IL M GNC
9/11 * Syracuse, NY M GNC
9/18 Hagerstown, MD HM GNC/600
9/24 * Gardena, CA HM GNC
10/8 * Sacramento, CA M GNC
10/15 Mesquite, TX HM 600
10/23 Woodstock, GA ST 600
* Indicates Camel Pro Series event
Schedule subject to change
Info 614/891-2425

AMA Regional C'ship Dirt Track Series
8/13 Knoxville, IL HM
8/13 Sturgis, SD HM
9/5 Zanesville, OH HM
9/17 Hagerstown, MD HM
Info 614/891-2425

AMA Nat'l C'ship Road Race Series
10/2 Sonoma, CA
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
8/21 Moorestown, MI
9/25 Greenwich, RI
10/30 Forest Hill, LA
11/6 Morrison, IL
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
9/18 Lynville, IN
10/2 Sandsprings, OK
10/9 Millville, MN
10/16 Hookstown, PA
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
9/18 Maybelle, CO
10/2 Reno, NV
10/30 Wickenberg, AZ
Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series
8/14 Millville, MN
8/28 Washougal, WA
Tentative
Info 614/891-2425

AMA/Wiseco/Suzuki Grand Nat'l Cross Country Series
9/10 Marietta, OH
10/2 Mt. Morris, PA
10/16 Hookstown, PA
10/30 Tarentum, PA
Info 614/891-2425

AMA Pro Hillclimb C'ship Series
9/11 Freemansburg, PA
9/25 Jefferson, PA
10/9 Oregonia, OH
Info 614/891-2425

AMA/CCS EBC Brakes Endurance RR Challenge
8/13 Braselton, GA
9/10 Talladega, AL
10/1 Sonoma, CA
10/29 Daytona Beach, FL
Info 704/684-4297

Suzuki Nat'l Cup Road Race Series
Northeast
8/20-21 Loudon, NH
9/3-5 Loudon, NH
10/1-2 Loudon, NH

Mid-Central
8/27-28 Beloit, IL
9/10-11 Beloit, IL

Mid-Atlantic
8/20-21 Summit Point, WV
9/17-18 Summit Point, WV

Southeast
8/13-14 Braselton, GA
9/18 W. Palm Beach, FL

South Central
8/27-28 Henderson, TX
9/3-4 Memphis, TN
9/24-25 College Station, TX

Central Pacific
8/21 Sonoma, CA
9/11 Sonoma, CA

Southwest
9/11 Chandler, AZ

Mountain
8/14 Aspen, CO
9/12 Steamboat Springs, CO

Northwest
9/11 Kent, WA
9/24-25 Portland, OR

AMA/CCS Supersport Nationals
9/10-11 Talladega, AL
9/31-10/1 Sonoma, CA

SCORE Int'l Off-Road Series
8/12-14 Off Road World C'ship Riverside, CA
11/10-13 Baja 1000 Ensenada, Baja, Mexico
12/9-11 San Felipe 250 San Felipe, Baja, Mexico
Info 818/889-9216

WERA Tsubaki/GS Battery Endurance Road Race Series
9/3 Memphis, TN
9/17-18 Rosamond, CA
9/24 College Station, TX
10/8 Clermont, IN
10/15 Summit Point, WV
11/5 Braselton, GA
Info 803/681-9372

WERA Western Endurance C'ship
9/17-18 Rosamond, CA
Info 803/681-9372

WERA Nat'l Qualifier Road Race Series
8/20-21 E St. Louis, MO
8/20-21 Talladega, AL
8/20-21 Summit Point, WV
8/27-28 Henderson, TX
9/3-4 Garrettsville, OH
9/3-4 Memphis, TN
9/24-25 Grattan, MI
9/24-25 College Station, TX
10/1-2 Faulkville, GA
Info 803/681-9372

WERA Grand Nat'l Final
11/3-6 Braselton, GA

IDBA Nat'l Drag Race Series
8/26-28 Memphis, TN
9/23-25 Atco, NJ
10/14-16 Baton Rouge, LA
Info 205/849-7886

Dragbike! Nat'l C'ship Series
8/13-14 Union Grove, WI
8/19-20 Albany, NY
9/3-4 Wilmington, DE
9/5 TBA
9/10-11 Albuquerque, NM
9/17-18 Atlanta, GA
9/24-25 Bradenton, FL
10/8-9 Phoenix, AZ
10/15-16 Los Angeles, CA
10/22-23 Houston, TX
11/18-20 Gainesville, FL
Info 315/735-1661

AMRA Nat'l Drag Race Series
8/9-11 Sturgis, SD
9/17-18 Kokomo, IN
10/8-9 Nashville, TN
Info 312/250-0838

NETA C'ship Series
8/14 Wrentham, MA
9/11 Ossipee, NH
9/18 Meriden, CT
10/2 Conway, NH
10/16 Chepachet, RI
Info 401/421-6929

NETRA C'ship Enduro Series
8/14 Dunbarton, NH
8/21 Oxford, MA
9/11 Windsor, MA
9/25 W. Greenwich, RI
10/2 Chester, CT
10/9 Stafford, CT
10/30 Adams, MA
12/4 Marlborough, CT

NETRA C'ship Hare Scrambles Series
8/28 Cheshire, MA
9/18 N. Petersburg, NY

10/16 Brookfield, MA
11/6 Wrentham, MA

NETRA Turkey Run Series

9/11 Swiftwater, NH
9/18 Sandisfield, MA
10/2 Freetown, MA
10/23 Winshinton, MA
11/27 Plympton, MA

NETRA Junior C'ship Enduro Series

8/13 Dunbarton, NH
8/20 Oxford, MA
9/17 N. Petersburg, NY
10/1 Freetown, MA
10/15 Brookfield, MA
11/12 Leominister, MA

SETRA C'ship Enduro Series

8/14 Ocala, FL
9/25 Cochran, GA
10/2 Tallahassee, FL
10/9 Chattanooga, TN
10/16 Lenoir, NC
11/13 Maplesville, AL
1/15/89 Charleston, SC
1/22 Clinton, SC
1/29 Sumter, SC
3/5 Pelion, SC
3/12 Palatka, FL
3/19 Maxey, GA
4/30 Raeford, FL
5/14 Abbeville, SC
Info 404/532-6832

FMC Fall MX Series

8/21 Ocala, FL
8/28 Valdosta, GA
9/4 Callahan, FL
9/11 Reddick, FL
9/18 Ocala, FL
9/25 Valdosta, GA
10/2 Callahan, FL
10/9 Reddick, FL
10/16 Ocala, FL
10/23 Valdosta, GA
10/30 Tallahassee, FL
Info 904/867-1340

LA State C'ship Hare Scramble Series

9/4 TBA
10/2 Watson, LA
10/16 Ringgold, LA
11/5 Shreveport, LA

AFM North Road Race Series

8/21 Sears Point, CA
9/11 Sears Point, CA
10/23 Sears Point, CA
Info 415/327-0908

AFM South Road Race Series

8/13 Phoenix, AZ
9/3-4 Phoenix, AZ
Info 818/963-8676

Best of the West Series

10/2 Sunrise, CA, GP
10/16 Rand, CA, End.
10/23 Lucerne, CA, H&H

WSMA Formula USA C'ship Series

9/10-11 Willow Springs, CA
10/1-2 Willow Springs, CA
11/5-6 Willow Springs, CA
Info 805/256-2471

Mickey Thompson Off-Road C'ship Grand Prix Series

10/1 Las Vegas, NV
* Tentative
Info 714/938-4100

Golden State Enduro Series

12/10 Tecate, Baja, CA, Mexico
Info 714/643-9108

STRA C'ship Observed Trials Series

8/28 Atlanta, GA
9/11 Grant, AL
9/24-25 Berea, KY
10/9 Huntland, TN
10/30 Bellews Creek, NC
11/13 Cullman, AL
Info 615/967-3008

Virginia C'ship Hare Scrambles Series

8/21 Rural Retreat, VA
9/11 Ivor, VA
9/25 Middlebrook, VA
10/9 Newport News, VA
10/23 Oxford, NC
11/6 Martinsville, VA
11/20 Surry, VA
Info 804/255-4620

NESC C'ship MX Series

8/14 Southwick, MA
8/21 C. Village, CT
8/28 Loudon, NH
9/4-5 Waterboro, ME
9/11 Southwick, MA
9/18 C. Village, CT
9/25 Loudon, NH
10/2 Southwick, MA
10/9 Middleboro, MA
10/16 Loudon, NH
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
11/13 Middleboro, MA
Info 413/772-0685

ECEA C'ship Enduro Series

8/14 Speedsville, NY
8/21 Brandonville, PA
8/28 Mauricetown, NJ
9/11 Belleplain, NJ
9/18 Shippensburg, PA
9/25 W. Greenwich, RI
10/9 Chatsworth, NJ
10/30 Bear, DE
11/13 Warren Grove, NJ

WMRRA C'ship Road Race Series

9/11 Kent, WA
10/23 Kent, WA

CVRG C'ship Vintage Series

Road Race
9/10 Steamboat Springs, CO
10/1-2 Sonoma, CA

Motocross
9/9 Steamboat Springs, CO
10/23 Brentwood, CA
11/20 Sunnymead, CA

AHRMA Historic Cup Road Race Series

9/3-4 Roebling Road, GA
9/11 Steamboat Springs, CO
9/31-10/2 Sears Point, CA

AMRA C'ship MX Series

8/14 Anchorage, AK
9/11 Anchorage, AK

Alaska State MX C'ship Series

9/4-5 Anchorage, AK

OMRRA C'ship Series

9/25 Portland, OR
10/16 Portland, OR

RMEC C'ship Enduro Series

8/21 Walden, CO

Triple Crown of Baja Series

10/7-9 Gran Carrera de Champeones
San Felipe, B.C., Mexico
Info 818/340-5750

Gran Prix de Baja Series

9/17 Puerto Nuevo, Baja Calif., Mexico
Info 818/340-5750

CMC Dodge Trucks Summer Series

8/12 Gardena, CA
8/26 Gardena, CA
Info 714/261-6116.

CMC Dodge Trucks Trans-Cal MX Series

9/11 San Bernardino, CA
9/18 Brentwood, CA
9/25 Adelanto, CA
10/1-2 Chowchilla, CA
10/9 Dixon, CA
10/16 Perris, CA
10/23 Carlsbad, CA
Info 714/261-6116

AUGUST						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SEPTEMBER						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

• Denotes Pro Payback

August 9

IDAHO SHORT TRACK
• Owyhee MC, Boise. Info 208/376-7735 or 342-9717.

August 9-11

SOUTH DAKOTA DRAGS
• AMRA Nat'l C'ship Series. Sturgis Harley Nat'l. Sturgis Dragway, Sturgis. Info 312/250-0838.

August 10

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Class A Speedway. Cal Expo, Sacramento. Info 916/485-8619 or 489-0476.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• American Raceways, Inc. Inland Motor Speedway, Glen Helen OHV Park, San Bernardino. Info 818/914-4002.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

August 11

CALIFORNIA SPEEDWAY
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 12

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Summer Series. Ascot Park, Gardena. Info 714/261-6116 or 714/261-6116.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
Stadium MX Racing Assn. Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA. Gold Country Fairgrounds, Auburn. Info 916/448-7557.
CALIFORNIA SHORT TRACK
• BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
COLORADO TRIALS
RMTA Series. Turkey Rock. Info 303/330-2923 or 475-2018.
DELAWARE SHORT TRACK/SUPERCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/625-5328 or 629-4114.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759 or 812/537-5299.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

August 12-13

NEW YORK DRAGS
• Dragbike! USA C'ship Series. Summer Cyclenationals. W. Lebanon. Info 315/735-1661.

August 12-14

CALIFORNIA SIDECAR RIDE
So. Cal. Sidecar Experience. Sierra Sidecar SpectacularMariposa Fairgrounds, Mariposa. Info 916/663-2201.
OHIO RALLY/TRIALS
AMA. 7th Annual British/European Rally & Vintage Trials. Ohio Valley BSA Owners Club. Cable's Campground, Toronto. Info 614/264-1046 or 544-5562.

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RACE	10:30am

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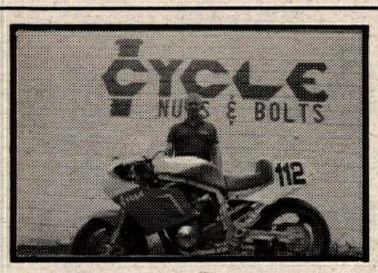

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Sun. Aug. 21 MX Glen Helen
Sun. Aug. 28 MX LA County Raceway
Sun. Sept. 4 MX Sunrise
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AUGUST 28
OUTDOOR MOTOCROSS
Sutak Raceway
4 Mi. South, 1/2 Mi. East

Pros $40 Both Days, Amateurs $38 Both Days
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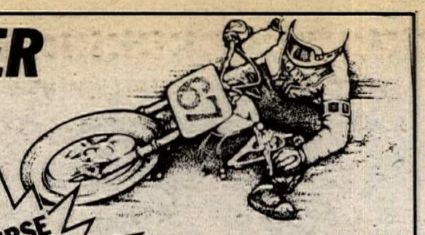
September 3



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Qualifying 4:00pm
Races 7:30pm
Rain Date - September 4

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(819) 376-2413

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Novice and Expert Classes
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Vintage Bikes and Classics Welcome

YSR50 Mini Cycle Race
(Entries permiting)

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Practice: 9 - 11

Races: 12 NOON

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Sun. Aug. 14 Summer Series Perris
Fri. Aug. 19 Ascot

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August 13

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARIZONA MOTOCROSS
• Canyon Raceway, Phoenix. Info 602/258-RACE.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA MOTOCROSS
• Little Oakie Trophy Series. Little Oakie, Madera. Info 209/673-8080.
CALIFORNIA SHORT TRACK
• AMA/D-36/Stockton MC. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA POKER RUN
7th Annual Nighcrawler. Bush-eaters MC. Plaster City, near El Centro. Info 619/277-2743.
CALIFORNIA ARENACROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA TT SCRAMBLES
R.L. Promotions. Spinners Raceway, Porterville. Info 209/784-6301.
CALIFORNIA POKER RUN
3rd Annual 100 mile P.R. Rossi Kawasaki, Santa Rosa. Info 707/887-9438.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
COLORADO SUPERCROSS
SRAC/Prairie Hills Promotions. Raceland, Denver. Info 303/989-7436.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
IDAHO STADIUMCROSS
Owyhee MC, Boise. Info 208/376-7735 or 342-9717.
ILLINOIS HALF MILE
Eastern Regional C'ship. Action Motorsports Promotions. Knox County Fairgrounds, Knoxville. Info 513/492-9705.
MISSISSIPPI SHORT TRACK
Mississippi Raceway, Laurel. Info 601/428-0819 or 729-2966.
NEW YORK SHORT TRACK/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
NEW YORK SPEEDWAY
Action Park East, Greene. Info 607/748-0269.
NEW YORK SHORT TRACK
Square Deal Riders MC, Afton. Info 607/648-3103.
NORTH CAROLINA MOTOCROSS
• Silver Creek Knob MX Park, Morganton. Info 704/584-2808.
NORTH CASROLINA MOTOCROSS
Wheeling It Inc. Maysville. Info 919/347-3972.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• AMA/D-11. Muskigum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/791-8970 or 625-9987.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
SOUTH CAROLINA SHORT TRACK/MX
Low Country MX/TT Promotions of S.E. GA. Hardeeville. Info 912/355-1816 or 803/681-4065.
TENNESSEE MOTOCROSS
• Tenn. River Cycle Riders. Henry County Fairgrounds, Paris. Info 901/642-1513 or 642-0547.
WASHINGTON TRIALS
Puget Sound Trialers. Upper Goldbar. Info 206/659-4859.

August 13-14

CALIFORNIA SHORT TRACK
• R & D Enterprises. 4th Annual Mid State C'ships. Bolado Park, San Benito County Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA DUAL EUROPEAN SCRAMBLES
AMA/D-37/HBMC. Camp Rock Rd, limed from Lucerne Valley. Info 714/991-4357.
CALIFORNIA EUROPEAN SCRAMBLES
Huntington Beach MC. Johnson Valley. Info 714/978-7038.
COLORADO ROAD RACES
MRA C'ship Series. Sat. 4 Hr. Endurance, Sun. Sprints. Aspen. Info 303/443-7446.
MICHIGAN SHORT TRACK/TT SCRAMBLES/MX
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
MISSOURI RALLY
AMA/D-18. Road Rangers Touring Club. 7th Annual Tri-County Get Together. Tri County Fairgrounds, Vandalia. Info 449-3216 or 594-3597.
NEW HAMPSHIRE ENDURO
NETRA C'ship Series. Sat. Granite State Jr. Sun. Silver Bullet. Dunbarton. Info 203/875-5757.

August 14

ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/344-8229 or 346-3699.
CALIFORNIA MOTOCROSS
CRC/WMXA. L.A. County Raceway, Palmdale. Info 805/272-8889 or 714/359-1195..
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Summer Series. Perris Raceway, Perris. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Series Final. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA DUALSPORT POKER RUN
D-37/Phantom Duck Club. Kennedy Meadows, Sequoia Nat'l Forest. Info 818/353-5409.
FLORIDA MOTOCROSS
FMC Summer Series. MX of Marion County, Reddick. Info 904/225-5320 or 591-2050.
FLORIDA ENDURO
SETRA C'ship Series. Armadillo Enduro, Ocala. Info 404/532-6832.
INDIANA ENDURO
AMA/D-15 & 17. Hill & Gully Riders Ltd. Roselawn. Info 312/895-3048.
INDIANA MOTOCROSS
• AMA/D-15. Knobby Hill MX, Hortonville. Info 317/758-6200.
KENTUCKY MOTOCROSS
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Motocross 338, Southwick. Info 413/569-6801.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MICHIGAN MOTOCROSS
AMA/D-14. Brown City MX Park, Brown City. Info 313/395-2169 or 346-2259.
MISSOURI HARE SCRAMBLES
MO C'ship Series. Off Road Country, Sedalia. Info 314/291-7091.
NEW YORK ENDURO
ECEA C'ship Series. Speedsville Enduro. Ithaca Dirt Riders. Speedsville. Info 607/272-8720.
NEW YORK MOTOCROSS
Airborne Raceway, Plattsburgh. Info 518/561-3208.
NEW YORK MOTOCROSS
WNYSC/Hunt Racing, Inc. Hunt. Info 716/476-2697.
OHIO MOTOCROSS
Sunset Ramblers, Galion. Info 419/756-8601 or 614/389-5268.
OHIO MOTOCROSS
• AMA/D-11. Central Ohio Competition Riders, Lancaster. Info 614/237-3511.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
MXNW Series. Mt. View Raceway, Sandy. Info 503/668-9409.
PENNSYLVANIA HARE SCRAMBLE/MOTOCROSS
M & G Racing. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
Thunder Hill MX, Cleveland. Info 615/479-1340.
TENNESSEE MOTOCROSS
AMA. B & J MX, Clarksville. Info 502/522-6389.
TENNESSEE MOTOCROSS
TN State C'ship Series. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-8546.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
VERMONT MOTOCROSS
VT MX Assn. Rider Hill Race Track, Derby. Info 802/933-2022.
WASHINGTON TRIALS
Puget Sound Trialers. Goldbar. Info 206/746-6489.
WISCONSIN SHORT TRACK
AMA. Aztalan Cycle Club, Lake Mills. Info 414/353-5920.
WISCONSIN SHORT TRACK
• Superior Kawasaki/Suzuki. Head of the Lakes, Superior. Info 715/394-6642.
WYOMING MOTOCROSS
• Casper Dirt Riders MC, Glenrock. Info 307/235-2069 or 577-5791.

August 15

NEBRASKA SHORT TRACK
Plus Vintage. Maxwell Off Road Center/L-A Racing. Lincoln County Fairgrounds, North Platte. Info 402/483-6754.

August 16

IDAHO SHORT TRACK
• Owyhee MC, Boise. Info 208/376-7735 or 342-9717.

August 17

CALIFORNIA MOTOCROSS
• CMC Fall MX C'ship. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRSAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• American Raceways, Inc. Inland Motor Spuedway, Glen Helen OHV Park, San Bernardino. Info 818/914-4002.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

August 18

ILLINOIS HALF MILE
• Badger Racing Assn. Winnabago County Fairgrounds, Pecatonia. Info 414/699-3387.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 19

CALIFORNIA SPEEDWAY
• AMA. Gold Country Speedway, Auburn. Info 916/448-7557.
CALIFORNIA STADIUM MX
Stadium MX Racing Assn. Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• Int'l. Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE SHORT TRACK SUPERCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/625-5328 or 629-4114.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759 or 812/537-5299.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TENNESSEE SUPERCROSS
Candies Creek MX, Garysville./Info 615/554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, between Dallas & Fort Worth. Info 817/540-0815.

August 19-20

CALIFORNIA SPEEDWAY
• AMA/FIM/Agajanian Enterprises. USA vs the World. Ascot South Bay & Half Mile, Gardena. Info 213/515-5115.

August 19-21

CALIFORNIA OFF ROAD RACE
• SCORE Off Road World C'ships. Riverside Int'l Raceway, Riverside. Info 818/889-9216.
OREGON RALLY
Oregon CMA Rally. Trinity Road Riders. Sisters. Info 503/658-3385.

August 20

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Coleta Valley MX, Talladega/Ashland. Info 205/362-0922.
ALASKA SUPERCROSS
AMRA C'ship Series. Tanana Valley Fairgrounds, Fairbanks. Info 907/344-8229 or 346-3699.
CALIFORNIA ARENACROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA SHORT TRACK
• AMA/D-36-Lodi Cycle Bowl, Lodi. Info 209/368-7182.

CALIFORNIA MOTOCROSS
● 4th Annual Hawaiian Series. Little Oakie Raceway, Madera. Info 209/673-8080.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
DELAWARE MOTOCROSS
AMA. Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA SAND DRAGS/MX
● Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
KENTUCKY MOTOCROSS
AMA. Lakeland MX. Trigg Rec. Complex, Cadiz. Info 502/522-6389.
MASSACHUSETTS JR ENDURO
NETRA C'ship Series. Tri-State Jr. Oxford. Info 203/875-5757.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEVADA SAND DRAGSS
Amargosa Racing Assn., Amargosa Valley. Info 619/786-2483 or 702/645-6231.
NEVADA MOTOCROSS
● CMC. Silver State Showdown. Silver State Raceway, Carson City. Info 714/261-6116.
NEW JERSEY RELIABILITY RUN
F.W. Speer Yamaha, Passaic. Info 201/778-6256.
NEW YORK TT
TT C'ship. Square Deal Riders MC, Afton. Info 607/648-3103.
NEW YORK SHORT TRACK/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
NEW YORK SPEEDWAY
● Action Park East, Greene. Info 607/748-0269.
OHIO MOTOCROSS
AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/791-8970 or 625-9987.
OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO SUPERCROSS
● AMA. Action Sports Promotions. Nelsonville. Info 614/753-2169.
PENNSYLVANIA SHORT TRACK
Micro Sprints. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA HARE SCRAMBLES/MX
AMA/D-5. Pleasure Valley Raceway, Armaugh. Info 814/539-4114.
PENNSYLVANIA POKER RUN/TOUR
Benefit. Ye Olde Cycle Barn, Hughesville. Info 717/584-3842.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
SOUTH CAROLINA SHORT TRACK
Low Country TT/MX Promotions of S.E. GA. Hardeeville. Info 912/355-1816 or 803/681-4065.
TENNESSEE MOTOCROSS
Carthage MX Raceway, Carthage. Info 615/735-9319.
TENNESSEE SUPERCROSS
Foothills Sports Park, Kodak. Info 615/689-2454 or 573-5425.
TEXAS MOTOCROSS
● State SX Warm-Up. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9222 or 563-9914.

August 20-21

ALABAMA ROAD RACE
WERA C'ship Series. Talladega Gran Prix Raceway, Talladega. Info 205/362-7010 or 362-6370.
COLORADO TRIALS
RMTA Series. UTE Cup. Mt. Rosa, W. of Colorado Springs. Info 303/330-2923 or 475-2018.
OHIO SHORT TRACK/MX HARE SCRAMBLES
● CRA Triathalon. Mathias Raceway, New Philadelphia. Info 216/682-9231 or 636-5505.
OHIO ARENACROSS
Ohio State Fairgrounds, Columbus. Info 813/822-8929.

August 21

ARKANSAS MOTOCROSS
Pine Bluff MX Assn. Regional Park, Pine Bluff. Info 501/879-1404.
CALIFORNIA MOTOCROSS
SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA MOTOCROSS
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA SUPERCROSS
Life's A Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
● Argyll Park, Dixon. Info 916/678-3592.
COLORADO ENDURO
RMEC Series. Walden. Info 308/432-4266 or 665-2059.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
FLORIDA MOTOCROSS
FMC Fall MX Series. Ocala MX, Ocala. Info 904/867-1340 or 622-9400.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.
FLORIDA MOTOCOSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608 or 245-4940.
INDIANA MOTOCROSS
● AMA/D-15. Knobby Hill MX, Hortonville. Info 317/758-6200.
KANSAS MOTOCROSS
Coal Country MX, Pittsburg. Info 316/231-7643.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway, West Point. Info 502/351-4442 or 935-7674.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Tri-State. Oxford. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Wheel Wars, Harrison. Info 517/539-6033.
MICHIGAN ENDURO
AMA/D-14. Nat'l C'ship. Lansing MC, Morristown. Info 517/393-4515.
MICHIGAN TRIALS
Observed Trials. Michigan Ontario Trials Assn. East Side Competition Club, Richmond. Info 313/852-3759.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
NEVADA MOTOCROSS
AMA/D-36/OTHG. NV State C'ship Series. Fernley. Info 702/358-4388.
NEW YORK MOTOCROSS
● AMA. Royal Mountain Ski Area, Caroga Lake. Info 518/835-6445.
NEW YORK MOTOCROSS
WNYSC/D-4. Frozen Ocean MX Park, Auburn. Info 315/784-5466 or 716/352-5738.
NEW YORK HALF MILE
H.M. C'ship. Square Deal Riders, Afton. Info 607/648-3103.
NORTH CAROLINA MOTOCROSS
AMA. Devil's Ridge MX, Sanford. Info 919/776-2412.
OHIO MOTOCROSS
● AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
OHIO MOTOCROSS
● Kenworthy's GP Club, Troy. Info 513/335-4763.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA ENDURO
ECEA C'ship Series. Moonshine Enduro. Valley Forge Trail Riders, Brandonville. Info 215/327-2047.
PENNSYLVANIA MOTOCROSS
AMA/AATVA. Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180.
PENNSYLVANIA MOTOCROSS
● AMA/AATVA. The Challenger, Jacksonville. Info 412/726-5494 or 726-8204.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
● Smoky Mtn. MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
● Mustang Tracks, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
● AMA. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS YSR50 RACE
Moto-Liberty. YSR50 TX Track Challenge. Wizzer Kart Track, Carrolton. Info 214/242-6440.
VERMONT MOTOCROSS
VT MX Assn. Berkshire MX Track, Enosburg. Info 802/933-2022.
VIRGINIA HARE SCRAMBLE
VA C'ship Series. Rattlesnake. Rural Retreat. Info 703/228-6566/3118.
WYOMING MOTOCROSS
SRAC/Cheyenne Cycle Club. Cheyenne. Info 303/989-7436.

August 24

CALIFORNIA MOTOCROSS
● CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
● AMA. American Raceways, Inc. Inland Motor Speedway, Glen Helen OHV Park, San Bernardino. Info 818/914-4002.
CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA Stsate Fairgrounds, Richmmond. Info 804/270-3074.

August 25

CALIFORNIA SPEEDWAY
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
● AMA/Agajanian Enterprises. Ascot South Bay, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 26

CALIFORNIA STADIUM MX
Stadium MX Racing Assn. Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK
● BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA MOTOCROSS
● CMC/VMX. Also Vintage MX. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
● AMA. Gold Country Speedway Fairgrounds, Auburn. Info 916/448-7557.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE SHORT TRACK/SUPERCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/625-5328 or 629-4114.
IDAHO SHORT TRACK
State C'ship. Owyhee MC, Boise. Info 208/344-9602.
INDIANA SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759 or 812/537-5299.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
● Riverside Speedway, Travelers Rest. Info 704/685-3033.
TENNESSEE SUPERCROSS
Candies Creek MX, Graysville. Info 615/554-3392.
TE[XAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.

August 26-27

NEVADA SAND DRAGS
● Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.

August 26-28

TENNESSEE DRAGS
● IDBA Nat'l C'ship Series. Summer Nationals. Memphis. Info 205/849-7886 or 800-553-ADBA.

August 27

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALASKA SUPERCROSS
AMRA C'ship Series. Alaska Staste Fair, Palmer. Info 907/344-8229 or 346-3699.
ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/258-RACE.
ARKANSAS MOTOCROSS
● Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
● Little Oakie Raceway, Madera. Info 209/673-8080.
CALIFORNIA ARENACROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA DESERT RACE
● AMA/D-38/Fudpucker Racing Team. Night team race. Plaster City East, Imperial County. Info 619/427-5759.
CALIFORNIA SPEEDWAY
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK/MX
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.

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Wed. Aug. 17 IMS Speedway
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AMA District 37 Calendar
Southern California

District 37 Referee
David Kersting (213) 376-1329
On All Off-Road Events, Green Stickers and Spark Arrestors are REQUIRED

District 37 Competition Schedule

Date	Club	Race
Aug. 13/14	HBMC Contact: Sonny Mercer Phone: (714) 991-4357 Location: Soggy Dry Lake - Lime from Lucern Valley	Dual E/S
Aug. 27/28	Ridgecrest M/C Contact: Mike Myers Phone: (619) 375-6801 Location: Spangler Hills - Lime from 395 & Trona Rd.	Dual E/S
Sept. 4	Hilltoppers M/C Contact: Dave Oakleaf Phone: (213) 428-4971 Location: SOBODA	

District 37 Road Rider Schedule

Aug. 7	Accessories Unlimited Contact: Boyce & Phyllis Williams Phone: (805) 255-6522	

District 37 Dual Sport Schedule

Aug. 11	Jack Ass Mt. Ride Contact: Jim Pilon Phone: (818) 353-5409	

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Sun.•National Sprints
Suzuki GSXR/Yamaha Contingency
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CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

SRA California Schedule

Aug. 28	Butterfield	Oct. 9	Hilltoppers
Sept. 25	Glen Helen	Oct. 30	Perris

Info (714) 957-2985

AGAJANIAN PRIX
DOUBLE CROSS RACING
Sept. 5
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Glen Helen
DOUBLE CROSS
INFO: (714) 371-6333

1988 5th ANNUAL FLORIDA

Championship Trophies

GOLD CUP

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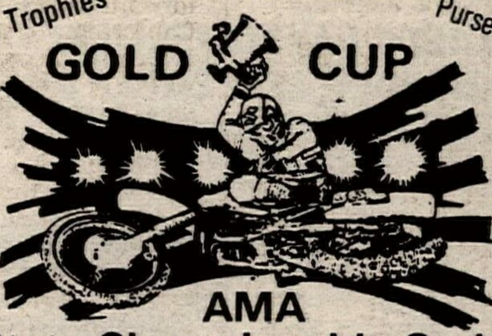

AMA SANCTIONED

AMA
State Championship Series

Series Schedule

Sept. 11 ....Gatorback
Sept. 18..........Dade City
Sept. 25 ....Tallahassee
Oct. 2 ....Cocoa
Oct. 9 ....Gatorback
Oct. 16.............Naples
Oct. 23.........Tallahassee
Oct. 30 ....Dade City
Nov 6...............Cocoa
Nov. 13 ....Tallahassee
Nov 20...........Dade City

Gold Cup Classes

65cc (7-11) — + 25 Open
85cc (7-12) — Seniors
85cc (13-15)
125cc A, B & C — 4 Wheel Expert
250/500 Expert — 4 Wheel Sportsman
250cc B, C
Open Novice

Track Schedule

Gates Open ....7:00 a.m.
Registration ....7:30 a.m.
Practice ....9:00 a.m.

★★★★★★★★★★★★★★★★★★★

Track Information

Gatorback	(904)472-3839
Dade City	(904)567-0792
Tallahasse	(904)656-2915
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September 11	Rolling Hills Cycle Park	Reidsville, NC
September 25	Devil's Ridge Motocross	Sanford, NC
October 9	Rolling Hills Cycle Park	Reidsville, NC
October 16	Hell Hole Creek MX	Leesville, SC
October 23	Devil's Ridge Motocross	Sanford, NC
October 30	Camp Coker Motorsports Park	Society Hill, SC

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Racing Starts 10:30AM For Each Race

ILLINOIS HILLCLIMB
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MICHIGAN MOTOCROSS
AMA/D-14. Morelands MX Park, Stanton. Info 517/235-4105.
MINNESOTA SHORT TRACK
DTRA of MN. Helm's Speedway, Pease. Info 612/369-4343.
MISSISSIPPI SHORT TRACK
Mississippi Raceway, Laurel. Info 601/428-0819 or 729-2966.
NEW YORK SHORT TRACK/ SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
NEW YORK SPEEDWAY
NYS C'ship. Action Park East, Greene. Info 607/748-0269.
NORTH CAROLINA MOTOCROSS
Wheeling ItInc. Maysville. Info 919/347-3972.
NORTH CAROLINA MOTOCROSS
• Silver Creek Knob MX Park, Morganton. Info 704/584-2808.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• AMA/D-11. Dirt County MX Park, Blanchester. Info 513/791-8970 or 625-9987.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA SHORT TRACK/ MOTOCROSS
Low Country TT/MX Promotions. Hardeeville. Info 912/355-1816 or 803/681-4065.
SOUTH CAROLINA MOTOCROSS
Dixieland Raceway/Secession MX Track, Anderson. Info 803/296-5983.
TEXAS SUPERCROSS
TX MX Circuit/State SX Series Final. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9722.
WISCONSIN HALF MILE
AMA. SSTS. Manitowoc Expo, Manitowoc. Info 414/353-5920.

August 27-28

CALIFORNIA SCRAMBLES
AMA/D-37/Ridgecrest MC. Dual European Scramble. Larry Haily Memorial. Charlie's Place, Red Mountain. Info 619/375-7764 or 375-1009.
IDAHO SHORT TRACK/TT
• ST & TT State C'ships. Owyhee MC, Boise. Info 208/376-7735 or 342-9717.
ILLINOIS MOTOCROSS
Suzuki Fair Deal Races. 50th Annual Lake County Fair, Grayslake. Info 312/680-7744.
MISSOURI MOTOCROSS
MX Parents. Hot Dog Shoot-Out. Finger Lakes State Park, Columbia. Info 314/696-5561 or 474-4649.
OHIO HILLCLIMB
AMA/Pioneer MC. Pike Run Moto Park, Londonderry. Info 614/772-2708.
OHIO MOTOCROSS
• AMA/D-11. Central Ohio Competiton Riders, Lancaster. Info 614/237-3511.
TEXAS ROAD RACE
CRRC/WERA C'ship Series. Nat'l Sprints Sun. Oak Hill Raceway, Henderson. Info 713/342-1902.

August 28

CALIFORNIA MOTOCROSS
SMX/NMA. Western USA Series #1. Glen Helen OHV Park, San Bernardino. Info 714/583-7486.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
Argyll Park, Dixon. Info 415/634-3328.
CANADA TRIALS
Observed trials. Michigan-Ontario Trials Assn. Winsor MC, Windsor. Info 519/734-6653.
COLORADO TRIALS
RMTA Series. Mt. Rosa, W. of Colorado Springs. Info 303/330-2923 or 475-2018.
COLORADO MOTOCROSS
SRAC/Rocky Mountain Promotions. Lakewood. Info 303/989-7436.
DELAWARE HALF MILE
• First State Racing. Harrington Fairgrounds, Harrington. Info 302/678-2440 or 284-5330.
GEORGIA MOTOCROSS
FMC Fall Series. S. Georgia MX, Valdosta. Info 912/559-6080 or 904/225-5320.
GEORGIA TRIALS
Observed trials. STRA Series. Atlanta.Info 615/967-3008.
HAWAII ROAD RACE
Hawaii Road Race Assn. Hawaii Raceway Park, Wahiawa. Info 808/235-0002 or 621-8660.
ILLINOIS POKER RUN
Bloomington-Normal MC, Bloomington. Info 309/467-3378.
KENTUCKY MOTOCROSS
AMA. KY Bluegrass Series. Eastern KY MX. Eastern. Info 606/285-9306.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 812/897-3800.
MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. Mohawk. Cheshire. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MICHIGAN POKER RUN
Off Road PR. Trail Riders MC. Bentley. Info 517/697-4425.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
MISSOURI HARE SCRAMBLES
MO C'ship. Coffee Creek, Philadelphia. Info 314/769-2794.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. North Platte MX Assn. Lincoln County Fairgrounds, North Platte. Info 308/532-6660 or 534-6539.
NEW HAMPSHIRE MOTOCROSS
NESC C'ship Series. Bryar Motorsport Park, Loudon. Info 413/772-0685.
NEW JERSEY ENDURO
ECEA C'shipSeries. Beehive Enduro. Competiton Dirt Riders. Mauricetown. Info 609/327-5015.
NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
OHIO HARE SCRAMBLES
CRA. Salem MC, Salem. Info 216/427-6645.
OHIO MOTOCROSS
D-12 Qualifier. Motosport Trails, Millport. Info 216/821-2966.
OREGON MOTOCROSS
MXNW Series. Albany Supercross, Albany. Info 503/928-4474.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel City USA, Delmont. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
State C'ship Series. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-8546.
TENNESSEE MOTOCROSS
Thunder Hill MX, Cleveland. Info 615/479-1340.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS HARE SCRAMBLES
50 Miles. TX C.C. Racing Assn. Weatherford. Info 214/775-6278.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
WASHINGTON TRIALS
Puget Sound Trialers. Enduro Trials. Evans Creek. Info 206/630-5537.
WASHINGTON MOTOCROSS
• AMA 125/500cc Nat'l C'ship Series. Washougal. Info 503/672-4179 or 673-1671.

August 31

CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA. American Raceways, Inc. Inland Motor Speedway, Glen Helen OHV Park, San Bernardino. Info 818/914-4002.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 4115/651-2545.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

September 1

CALIFORNIA SPEEDWAY
• Baylands Raceway Park, Fremont. Info 415/651-2545.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 2

CALIFORNIA SPEEDWAY
• AMA. Gold Country Speedway Fairgrounds, Auburn. Info 916/448-7557.
CALIFORNIA STADIUM MX
Stadium MX Racing Assn., Sacramento. Info 916/366-7368.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: ____________

Type of event: ____________

Event sanction/promoter/sponsoring club: ____________

____

Location of event: ____________

____

City/Town : ____________ State : ______

Phone number (with area code) for more information: ____________

Your name: ____________

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AMA District 13 MX
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AMA SANCTIONED

Wind

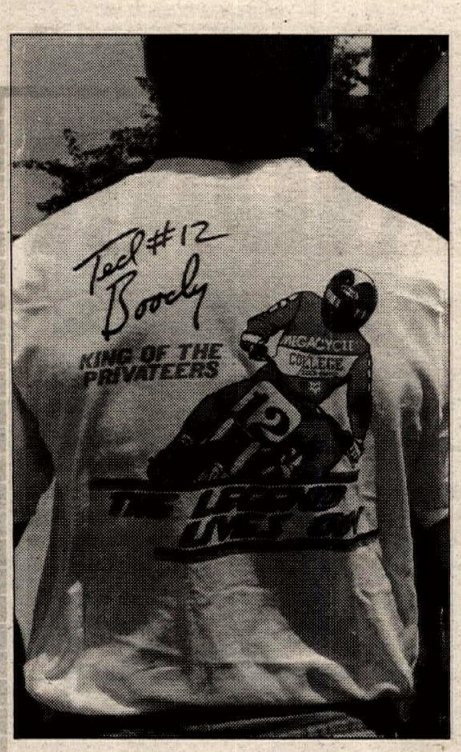
(Continued from page 2)

rolet car in the ad — that's Steve Zoll, two-time winner of Hawaii's Mauna Kea 200 Enduro and U.S. ISDE Qualifier gold and silver medalist, playing both roles.

NAMED: Robert V. Croft, field sales and marketing administrator by Dunlop Tire Corporation; Croft will be responsible for sales in the Eastern Region, and for assisting in marketing functions within the motorcycle tire division.

NAMED: Paul A. Crane, motorcycle tire tester by Dunlop Tire Corporation; Crane will be responsible for test riding Dunlop tires and for coordination of Dunlop's motorcycle tire testing programs.

The Motorcycle Safety Foundation Board of Trustees recently presented the University of Southern California Accident Research Dept. $85,000 to benefit research on motorcycle accidents. These funds will support a basic study into the detective failure of automobile drivers who turn left in front of oncoming motorcyclists. Dr. Harry Hurt, principle researcher of the comprehensive motorcycle accident analysis, commonly known as the Hurt Report, will direct the study. He will be assisted by Dr. Peter Hancock, an expert in human factors, Dr. Mansour Rahimi, an expert in systems and logic design, and Dr. Gabriell Wulf, an expert in eye-hand motor coordination. All three are motorcyclists. "The left-turn configuration is the killer. We want our study to tell us what drivers do and do wrong in the situation," said Dr. Hurt. "Ultimately the results of this research will enable us to better address driver awareness," said Peter Fassnacht, vice president of MSF. "We need to educate all drivers about motorcycling and hopefully help decrease this most common motorcycle-automobile accident."



The late Ted Boody's mother, Mary Sams, has had T-shirts printed in her son's honor. Boody died as a result of injuries suffered in a race accident at Ascot earlier this year. The T-shirts sell for $10 plus $1.50 for postage and handling, and all proceeds will go to the Boody Trust Fund. Send your check (remember to state size desired) to Mary Sams, 473 Priscilla Ave., Deltona, FL 32725. Allow four to six weeks for delivery.

RESIGNED: Brian Smith, parts manager; Maria Radovich, administration assistant, and Nan Baquero, senior programing data operator; from Cagiva North America.

Southern California's Perris Raceway will be closed from September 6 through September 30 during which period the existing MX track will be leveled and an all-new track constructed. The new 25-foot wide track will consist of three tracks in one, with the longest track running two miles in length. Perris Raceway will debut the new track with an SMX MX on October 1.

AMA National Hare & Hound Champion Dan Smith has inked a contract with Maxima Racing Lubricants. Smith is in his eighth year aboard Husqvarnas, now under the Cagiva North America banner. The southern Californian has won the Barstow-to-Vegas race twice, been the AMA District 37 points champion five times, has won the Baja 1000, and was named the AMA Amateur Athlete of the Year.

South African road racer Robbie Petersen, who competed in the Loudon, Road America and Laguna Seca rounds of the Castrol 250 Grand Prix Series, has returned home, where he'll be racing a Honda RC30 Superbike. Petersen hopes to return to the U.S. next year to compete in both the Superbike and 250cc classes.

Bill Huth, owner of Willow Springs International Raceway in Rosamond, California, reports that Toyota has signed to sponsor the Formula USA Series for another three years. Huth was also happy to say that the recently increased runoff area outside of turns eight and nine caused his insurance company to decrease a (recently increased) policy. Additionally, the new 1.5-mile Streets of Willow Springs circuit should be completed by late September or early October.

Rick Johnson, Jeff Ward and Ron Lechien will represent the United States in the Motocross des Nations that will be held in France, September 11. Ward will ride the 125cc class on a Tom Morgan-tuned Kawasaki, Johnson the 250cc division on a Brian Lunniss-tuned Honda, and Lechien the 500cc class on a Rick Asch-tuned Kawasaki. Roger DeCoster will be the team manager. Ward chose to ride the 125cc class, saying "I feel that would make the strongest team. Ronnie's a little big for a 125, and I feel I can beat 'em (the 125cc opposition). It will be a challenge."

Suzuki's Bob Hannah and Johnny O'Mara will be on hand to sign autographs and shake hands at the August 10-13 AMA Youth/Amateur MX Nationals at Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. Suzuki RM setup seminars will be conducted by Hannah. Suzuki will have its 1989 RM motocrossers on display at Loretta Lynn's.

On August 14, the day following the AMA Youth/Amateur MX Nationals, the Suzuki National RM Series Final will take place at Loretta Lynn's. There will be a total of nine classes for riders mounted on Suzuki RM80s, 125s and 250s. Prize money is awarded down to 24th place with first place finishers earning $2000 in each class. It's one of the richest purses ever paid in amateur motocross, totalling $110,000. Suzuki RM riders have been invited to the race through a series of regional qualifiers, so you may have qualified and not even know it. For more information call American Suzuki at 714/996-7040, extension 309 as soon as possible.

Road racer Jeff Duckworth suffered broken ribs, a broken shoulder and cartilage damage in a spill at Georgia's Roebling Road Raceway, July 30. Duckworth is recuperating at home and cards and letters can be sent to him there: 3671 McPhail Dr., Kennesaw, GA 30144.

If you're headed to Georgia's Road Atlanta for the August 13-14 AMA/CCS road races, make note of the fact that Saturday's action will feature Novice and Expert sprint races, and Sunday's competition will feature the Vance & Hines Supersport 600 and 750 finals, followed by a three-hour round of the EBC Brakes Endurance Challenge Series.

Cable TV's ESPN is currently telecasting a series of 13 Speedway America shows featuring motorcycle and ATV speedway racing from Gardena, California's Ascot South Bay Stadium. Speedway America airs on Thursday evenings at midnight EDT. Starting in September, ESPN will telecast nine rounds of the new World Championship Superbike Road Race Series. The road race shows will be telecast on Tuesdays at 5:30 p.m. EDT. Check your local listings.

Team Suzuki's Erik Kehoe, who suffered a cracked vertebra at the AMA National Championship 125cc MX in Troy, Ohio, July 31, will miss the final two rounds of the series. The injury to the T-5 vertebra in Kehoe's middle back was first thought to be just an aggravation of an old injury, but further inspection revealed the cracked vertebra as being an all-new injury. Doctors have advised Kehoe to "take it easy" the next six weeks. Kehoe, who is currently second in the National Championship 125cc MX Series point standings, said in a recent phone conversation, "It was a stable fracture and there should be no complications. I'm pretty much going to be in bed for a month. I can't do any training, because I can't take the chance of falling down or anything. It's not a good way to end the season. I'm aiming to ride the Japan GP the first week of October."

Okay, you arrive late for the U.S.A. vs. the World Budweiser American Cup Challenge speedway races at Ascot's South Bay Stadium in Gardena, California, on Friday night, August 19. You hear screaming. You hear the announcer talking about Count Gorsky and Crusher Kruginov, Marvin "The Inferno" Oliver and The Golden Gladiator, and Marco the Iranian Terrorist and Harlem Warlord. You hear somebody ask, "What the hell is going on?" Then you see it. Pro wrasslin'. Yep, just like on TV. Are we kidding you? Is Ascot kidding us? We don't think so because we're looking at a poster advertising "Russia vs. America — Tag Team Wrestle War — plus the Iranian Sudden Death Bout." The poster also says all that will take place during the intermission between the speedway races. What's next? Perhaps, as former land speed record holder Craig Breedlove once said, "And for my next act I'll set myself on fire."

If you're like us, you're looking forward to returning to Monterey, California, for next year's U.S. GP at Laguna Seca Raceway. There's a wealth of attractions in the Monterey area, besides the racing, and the Monterey County Parks Department has produced a 16-page, four-color tourism brochure to introduce you to those attractions and provide information on the area. The brochure includes more than 90 photographs and is available for just $1, including postage and handling. Checks can be mailed to: Monterey County Tourist Information Center, P.O. Box 5279, Salinas, CA 93915-5279. Tell 'em you read about the brochure in *Cycle News*.

ICO has donated an ICO Electronic Odometer to be raffled off at the August 21 Jack Pine National Championship Enduro at Morristown, Michigan. Tickets will be sold by the Lansing M.C. at their clubgrounds during Jack Pine weekend.

If you plan on being in Springfield, Illinois, for the Labor Day weekend's Camel Pro Series Mile on Sunday, September 4, you might want to get there a day early so you can catch the AMA 600 National Mile on Saturday, September 3. Both events take place on the mile oval at the Illinois State Fairgrounds and Saturday's program includes Pro-Am racing. A total of $68,500 will be up for grabs in the weekend's doubleheader.

The ban prohibiting motorcycle traffic through Brockton, Massacusetts, city parks was upheld on July 22 by Judge John Xifaras. The AMA along with co-plaintiff Jim Slade is appealing the decision. The Brockton City Park Commission has banned motorcycle traffic from city parks since July 1, 1987, citing complaints from citizens of "speeding motorcycles, excessive noise and motorcyclists gathering throughout the park." The AMA contended that these types of complaints are a result of all forms of motor vehicle activity, including speeding cars and a lack of proper law enforcement measures, and not from motorcyclists alone. "We're hopeful that the shoddy reasoning used to justify this decision will cause the Massachusetts Appellate Court to reject it," said Jim Bensberg, AMA legislative affairs specialist for government relations. "Only when motorcycles are returned to Brockton's park roadways will justice be served."

HosPITal Stop: Gary Wilson is still in a coma but he is responding to voice commands and looks much better, according to his brother John; Wilson, a local Vet Master class rider, was injured while competing in an ATV race at Bakersfield Raceway in California; Wilson is in Mercy Hospital in Bakersfield; cards and letters can be sent to 1348 Roosevelt, Coalinga, CA 93210.

Indiana's Gary Hazel, who will compete in next month's ISDE in France aboard a Honda XR250 in the 250cc Four-Stroke class, will be sponsored by Hondaline. Hazel will be wearing the entire TX-10 line of off-road apparel, which includes helmet, jersey, pants, boots, gloves, goggles and chest protector.

WANT ADS

Help Wanted

Mechanic Wanted
Yamaha Kawasaki shop, must have tools, Lancaster area. Ask for Tom, (805) 948-1019. CA. (232-33)

Calif Parts Counter/Sales Person
Yamaha dealership, since 1961. Ask for Larry, (818) 346-3700. CA. (232-33)

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Experienced Mechanic
Fast growing Florida dealership needs experienced Mechanic. Start immediately. Call YAMAHA SPORTCYCLES Fort Pierce, FL, (407) 461-1441. (230-33)

Motorcycle Mechanic
Experienced only. Excellent base & commission. BAY AREA KAWASAKI, (415) 537-2257. CA. (129-32)

$350 Reward!
Three hundred & fifty dollars per week with benefits guaranteed. Experienced/capable/motivated parts counter man. Large Honda Yamaha dealer in Florida. Reply to: CYCLE NEWS Dept 5, P.O. Box 498, Long Beach, CA 90801. (231-33)

$500 Reward!
Five hundred & fifty dollars per week with benefits guaranteed. Experienced/capable/motivated parts manager. Large Honda Yamaha dealer in Florida. Reply to: CYCLE NEWS Dept 9, P.O. Box 498, Long Beach, CA 90801. (231-33)

Motorcycle Mechanic
Need experienced Suzuki mechanic. Five day week, 50% commission. Contact Ali, (805) 254-2929. CA. (331-32)

Performance Sales Order Desk
YOSHIMURA R&D of AMERICA is looking for an individual with a keen interest in high performance product sales & customer service. Must know how the internal combustion engine operates & how high performance products increase performance. Experience in phone sales a must! Send resume to; 4555 Carter Ct. Chino, CA 91710, Attn: Dave Wolman, or stop by and complete an application. (231-TFN)

Yamaha Service Manager
So Cal high volume service department is seeking individual with high aspirations & responsibility level. Call Peter (805) 964-1580. (231-34)

Honda Technician
Work near the beach in America's finest city. Large San Diego Honda dealer has a full-time position open, for a loyal, hard working, Honda technician. Shop experience preferred, excellent pay & benefits. Call Kevin, Monday-Friday, 10am-12. (619) 436-9771. CA. (231-32)

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Needed for volume dealership. Number four Suzuki dealer in U.S. Excellent opportunity, salary, & commissions. Call Todd, SUZUKI COUNTRY OF NORCO, (714) 734-0640. CA. (231-32)

M/C Mechanic
Large volume Honda Kawasaki dealer in So Cal is looking for experienced Mechanic with Honda Kawasaki background.Year 'round work, excellent pay plan and benefits. Will help relocation expenses for right person. WHITTIER HONDA KAWASAKI, 14043 E. Whittier Blvd, Whittier, CA 90605. Ask for Stan, (213) 945-3494. (229-34)

Manager Trainee
Busy accessory store seeking experienced, motivated, self-starter. Salary plus commission plus benefits. (213) 676-2264. CA. (232-33)

Employment Opp Of A Lifetime
COVINA KAWASAKI of So Cal. One of the largest Kawasaki dealerships in the Nation is expanding again! Immediate openings for assistant service manager, service writer, commission mechanic, parts counter person, set-up helper & accounting department. Come join the family, you'll never need another job! Generous wages, paid holidays, paid vacations & medical benefits, will even help pay for relocation! Don't waste another minute! Call now collect, ask for Patty, (818) 967-4181. (232-35)

BMW Honda Serv Tech Needed Now
Atlanta area Honda care Gold Level Honda & BMW dealer needs factory trained, experienced technicians for immediate employment. Aggressive dealership offers commissioned positions with benefits package. Call today for appointment, FREEWHEELING HONDA-BMW, (404) 948-0616. GA. (231-32)

Kawasaki Technician Needed
Must know Jet-Skis'. Excellent opportunity & wages. KELLY'S KAWASAKI, 1423 S Country Club, Mesa, AZ 85202. Attn: Rick. (602) 969-9610. (230-33)

★★★★Top Mechanic★★★★
We work on All makes. Excellent position and commissions. Call Harry, OUTRIDER OF LOS ANGELES. (213) 879-3350. CA. (230-32)

Mechanic Needed
Move to Sunny Florida & work on motorcycles year 'round. Full-time mechanic needed. Call Alan for more details, (904) 575-0681. FL. (231-33)

Sales Reps Wanted
Major manufacturer of aftermarket motorcycle/ATV plastics is looking for sales reps, currently sel ling motorcycle/ATV products. Many areas still available for more information, please call Paul Pearson at (916) 272-9036. CA. (227-35)

Kawasaki Yamaha Technician
Top pay and benefits. Permanent, year 'round position, Boston area. Ed Collins, (508) 584-1451. MA. (132)

IMMEDIATE OPENING for experienced service manager/mechanic to work on four major brands. This is a permanent position year 'round. Call Vic, ORANGE COUNTY SUZUKI, Costa Mesa, (714) 646-2428. CA. (229-TFN)

Customer Service
Large West Coast motorcycle accessory distributor has immediate opening for experienced individual. Hourly wage plus bonuses. Call Steve at VAN LEEUWENS, (818) 896-2200. CA. (231-32)

SOUTHERN MULTI-LINE DEALER has openings for the following positions; Assistant general manager, sales manager, parts man & parts manager. Salary negotiable. Send resume to: IMPERIAL VALLEY CYCLE CENTER, 1334 N Imperial Ave, El Centro, CA 92243. (231-32)

Tired Of Turning A Wrench?
If you have 5 years M/C dealership experience and have the motivation to share your knowledge, we may have just the career for you! Our rapidly growing training institutes, located in Pheonix, AZ, and Orlando, FL, are in need of career minded individuals to train as instructors, at no cost to you. Our excellent benefit package includes: *Company funded pension, *Health benefits plan, *Dental benefit plan, *Life insurance benefit plan. If you are interested call M/C MECHANICS INSTITUTE. Larry Barrington in Pheonix at (800) 528-7995 or Jim Grimes in Orlando at (800) 342-9253. (224/TFN)

Mechanic In Hunting Country
Southwest Georgia, the heart of quail & deer hunting. Full-time experienced mechanic at Honda dealer, five day work week, good pay, excellent insurance benefits. Must have references. Call Judy or Wilson, (912) 432-2025. (232-33)

Honda Journeymen Technician
Conneticut's largest Honda dealership is looking for two experienced Honda technicians. We offer a large, modern facility, year 'round employment for the right people. Pay plan based on experience and ability. Paid vacations, holidays and sick time, profit sharing and uniforms. Send resume to: MANCHESTER HONDA, 30 Adams St. Manchester, CT 06040, or call (203) 646-0378. (331-34)

EXPERIENCED YAMAHA MECHANIC. Excellent pay & benefits. Expanding two year Pace-setter dealership. Rocky Mountain location. Write or apply in person: LONGMONT YAMAHA, 638 Main St., Longmont, CO 80501. No calls. (132)

Honda Suzuki Service Mgr
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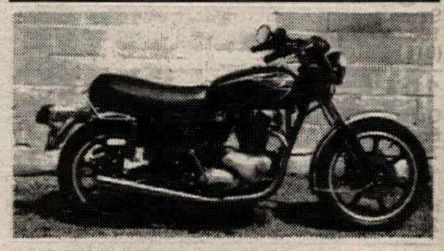

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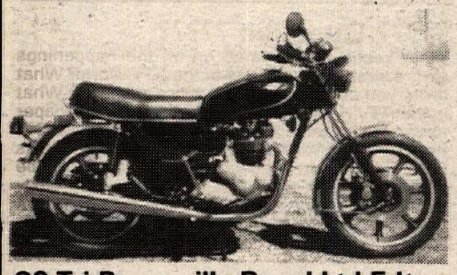

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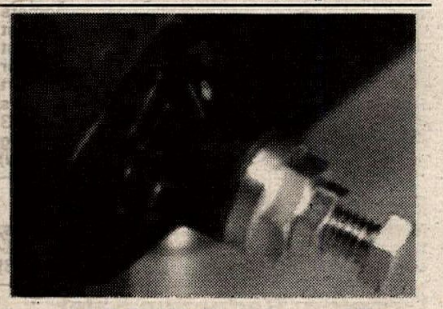

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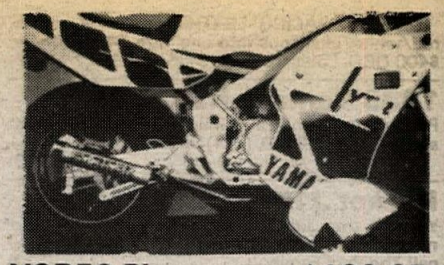

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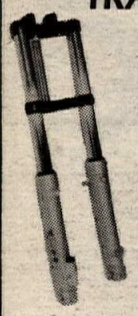

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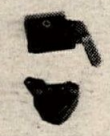

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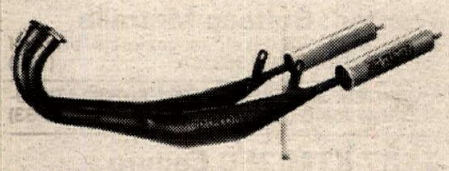

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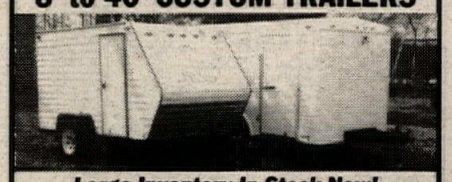

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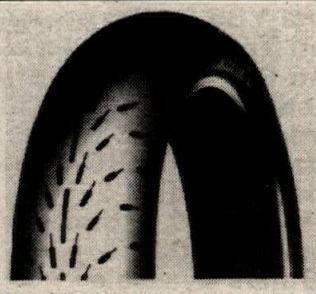

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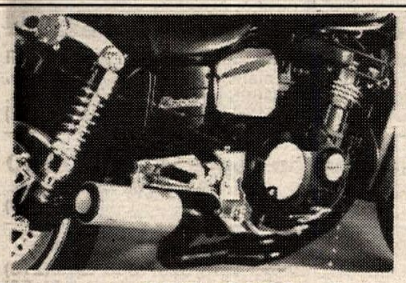

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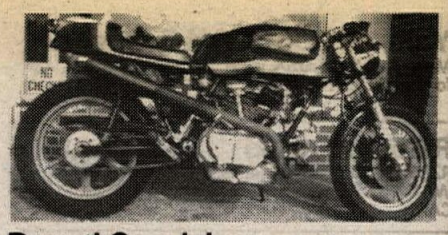

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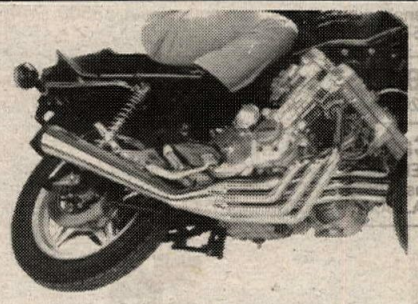

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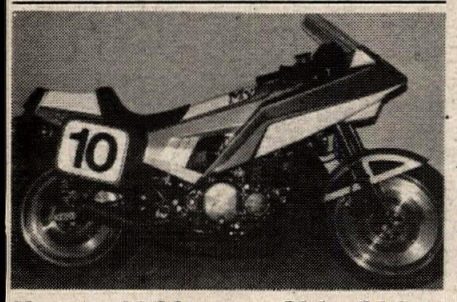

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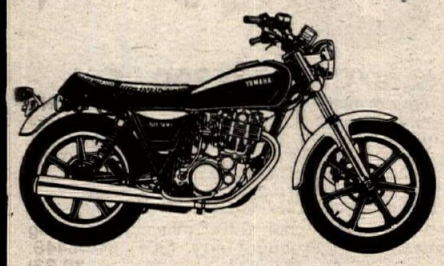

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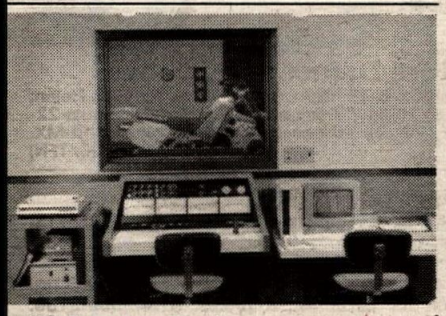

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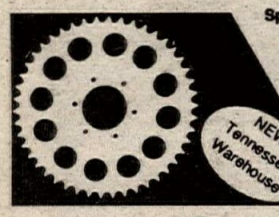

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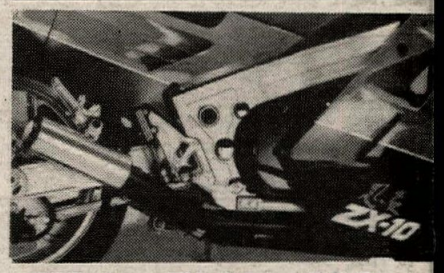

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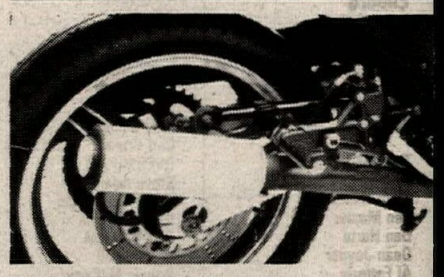

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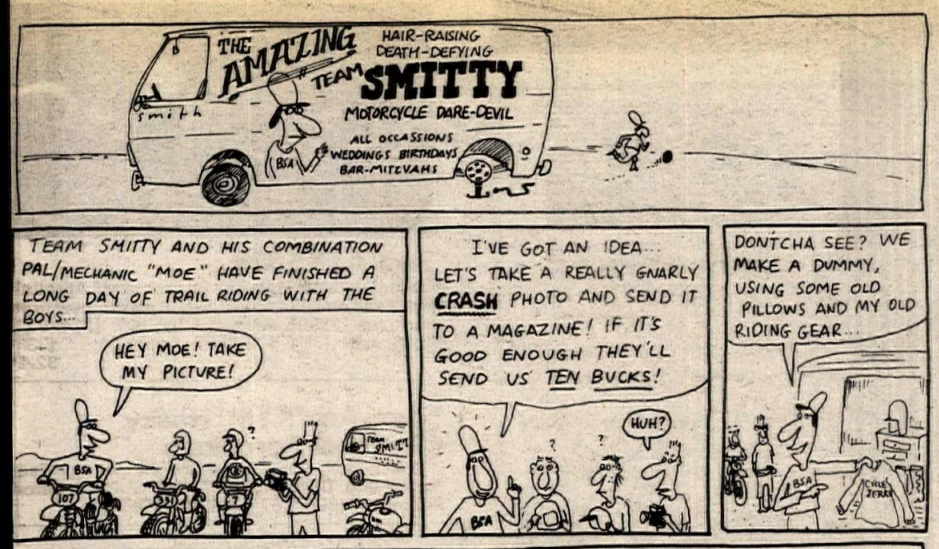

RESULTS

Enduro
Trask 2-day
(Non-Intent)
Yamhill, OR
June 25-26
By Mike Thuleen

TWO-DAY RIDERS
O/A
Kieth Cayton
Ken Maahs
Dan Harte
Dean Joyner
Al Fetterly
OPEN EX
Dale Demaris
Jeff Howell
Terry Bainbridge
250 EX
Keith Cayton
Dan Harte
Dean Joyner
200 EX
Barrett Brown
Terry Bennett
125 EX
Dan Dillon
Bill Rush
OVER 30 EX
Ken Maahs
Al Fetterly
Ron Gustin
OVER 40 EX
Buz Farrell
Doug Rhay
Don Christie
OPEN AM
Bob schield
Matt Rohr
Mike Culbertson
250 AM
Chris Cullins
Phillip West Chris Jonnum
200 AM
Greg Martin
Michael Crosier
Erik Bishop
125 AM
Gary Forster
Steve Weber
Scott Buckmeier
80 AM
Gilly Norman
Fred Cameron
Carl Cranke
OVER 30 AM
Steve Adams
Harvey Mushman
Gary Ceragioli
OVER 40 AM
Ron Howell
Dennis McCarty
Byron Lee Lynch
OVER 50 AM
Bob Krch
Ron Morganthalar
Richard Webster
OVER 60 AM
Jack Carlson
WMN AM
Kathy Tuma
Jean Van Buskirk
ONE-DAY RIDERS
OPEN EX
Terry Nuckols
Frank Wildgrube
200 AM
Mike Gould
Mike Steventson
125 AM
Paul Cameron
Chris Yohey
Jeff McLain
OVER 30 AM
Ted Van Duin
Peter Kohn
Chris Klinger
OVER 40 AM
Wayne Van Loon
Marion Dukes
Richard Jones
OVER 50 AM
howard Dean
Rudy Jeschke
Jerry Crane
SPTMN
Wade Stamp
Mike Geertsen
Jim Gilbert

Motocross
Racing Enterprises
Carlsbad, CA
July 30
By Robert Failing

125 BEG
Michel Landegent Kaw
Kevin Hanrahan Hon
Kevin O'neill Hon
Kris Kertzman Kaw
William Kellogg Jr Hon
250 BEG
Ignacio Rivera Hon
Bob Hallsted Hon
Michael Fisher Yam
Marvin Hampton Hus
500 BEG
Jon Woodring Hon
Don Bailey Hus
Rich Coon Hon
Lance Hollensbe Yam
Chuck Collins Hus
VET BEG
Gary Scott Kaw
John Disano Yam
Mitch Langjahr Hon
Cam Cameron Yam
Bill Stahr Hon
OT BEG
Ira Meiberger Suz
Dave Johnson Kaw
80 JR
John Ruof Hon
125 JR
Terry Boyd Hon
Brian Pridemore Hon
Matt Cornforth Hon
Bobby Peters Hon
Mike Ulrich Kaw
250 JR
Joe Bond Hon
John Taylor Hon
Kent Griffin Hon
500 JR
Greg Carter KTM
Robert Faling Hon
Ed Lowenberg Hon
Dennis Boyle Hon
Rick Patrick Hon
VET JR
Darryll House Hon
David Hernandez Hon
Tim Daily Hon
David Minnick KTM
Gary DeForst KTM
OT JR
Bruce Cornell Hon
Carl Ellert Kaw
25-29 CL
Joe Bond Hon
Ed Lowenberg Hon
Stephen Alt Yam
Denis Boyle Hon
Stacey Tjarks Kaw
250 INT
Mike Carter Kaw
500 INT
Jimmy Odie Hon
VET INT
Noel Woolard Hon
Robert Failing Hon
Scott Freeman Hon
OT INT
Bill Malone Hon
VET MSTR
Robert Dykman Kaw
Mark McAdams Hon
250 PRO
Jim Chamberlain Hon
Fred Willert Hon
Tim Whitlock Hon
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VET PRO
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Marc Crosby Yam
Bob Post Hon

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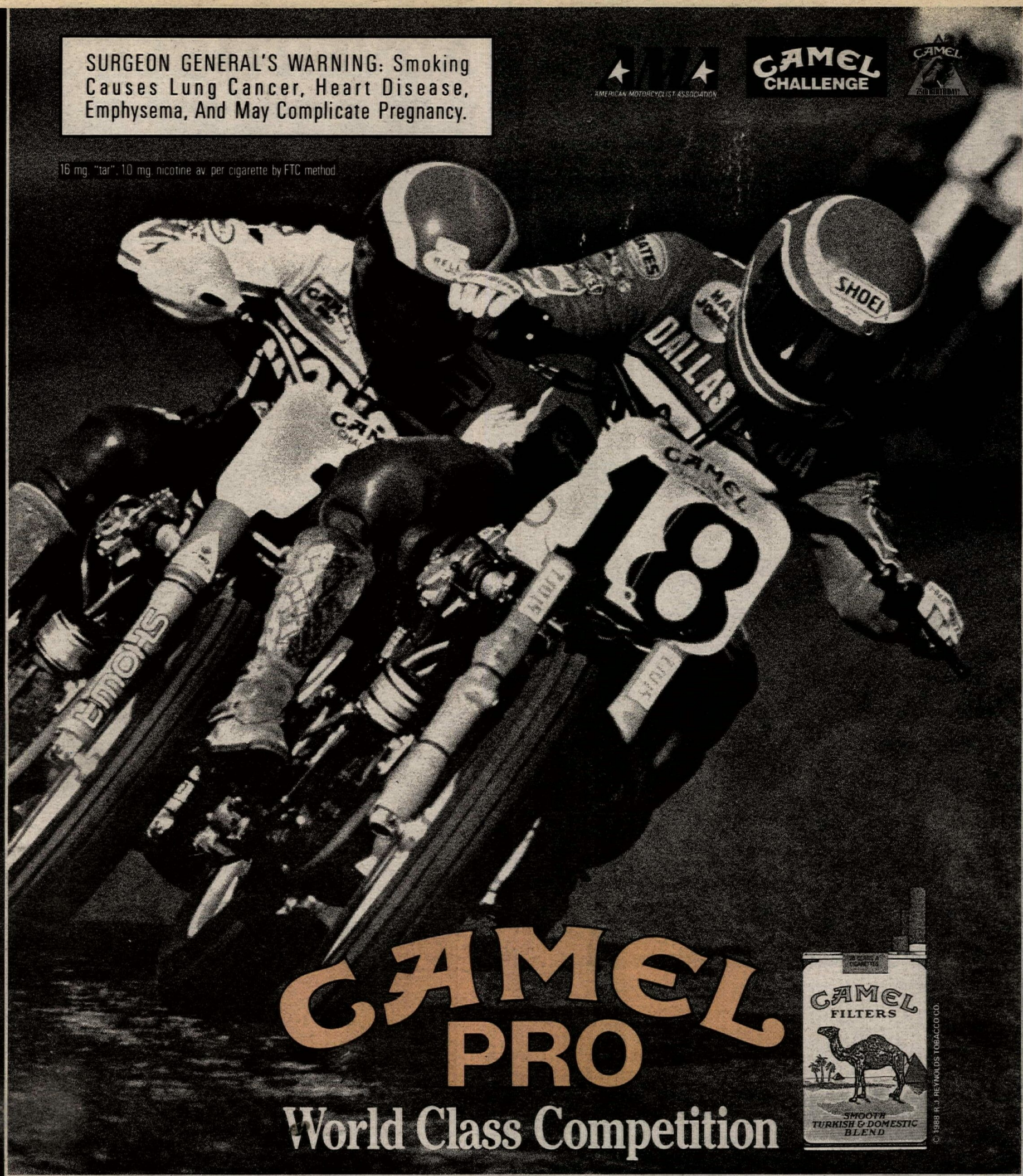

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SATURDAY, AUGUST 27, 1988

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